SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

158

To Take Effect Sunday, February 6, 1938, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

W. L. HACK,
Superintendent.

EASTWARD

SACRAMENTO SUBDIVISION

Time Table No. 158

February 6, 1938

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS							FIRST CLASS											Distance from San Francisco		STATIONS
	490	488	486	482	478	470	442	606	28	88	102	48	14	16	290	292	210	10			
	Freight	Freight	Freight	Freight	Freight	Portland Freight	Mdse.	Mixed	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Forty-Niner	Pacific Limited	West Coast	Mixed	Passenger	Sierra	Fast Mail			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday and Monday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays	Leave Sun. & Holidays Only	Leave Daily	Leave Daily			
Term. Yard BKWOTYPI					8.30AM	2.15AM	1.25AM		11.20PM	11.10PM	5.50PM	2.03PM	11.10AM	10.10AM	1.20AM	1.05AM	12.55AM	12.45AM	89.0 89.4 88.9		TO-R SACRAMENTO 2.9
Yard IYP									11.30	11.17	5.57	2.10	11.17	10.17	1.35	1.12	1.05	12.52	91.8		ELVAS 1.7
Yard PW																			93.5		SWANSTON 1.4
South 92 Yard P Center 86									11.36	11.22	6.01	2.15	11.23	10.22	1.40	1.17	1.11	12.57	94.9		BENALI 7.9
60 Yard P									11.47	11.30	6.09	2.23	11.32	f 10.32	1.52	1.27	1.20	1.05	102.8		ANTELOPE 3.8
Term. Yard BKTWOPY	9.00PM	4.00PM	12.30PM	3.00AM	9.15AM	3.00AM	2.10AM		s 11.57PM 12.05AM	s 11.40 11.48PM	6.15	2.31 2.36	s 11.42 11.50AM	s 10.40AM	s 2.00AM	s 1.37AM	s 1.30 1.38	s 1.13 1.20	106.6		TO-R ROSEVILLE 4.0
Yard P																	f 1.48 See Page 3		110.6		ROCKLIN 9.6
84 WP	9.40	4.40	1.10	3.40					12.30	12.11AM	6.36	2.58	f 12.15PM				s 2.25	1.42	120.2	A. B. S.	TO-R NEWCASTLE 4.0
78 WP									12.39	12.20	6.43	3.05	f 12.25				s 2.44	1.48	124.2		AUBURN, NEVADA ST. 4.9
68 P									12.48	12.28	6.51	3.13	12.34				2.53	1.56	129.1		BOWMAN 5.2
78 W									12.58	12.37	6.58	3.21	12.44				3.01	2.04	134.3		EAST APPLEGATE 3.4
75 P									1.04	12.43	7.04	3.27	f 12.51				s 3.09	2.10	137.7		N. E. MILLS 4.0
Yard YPWBK	10.30	5.50	2.00	4.30					s 1.20	s 12.55	7.14	3.38	s 1.05				s 3.38	s 2.23	141.7		TO-R COLFAX 4.3
60 P									1.33	1.08	7.23	3.50	1.17				f 3.49	2.34	146.0		CAPE HORN 6.2
125 PWOY	11.15PM	6.45	2.45	5.15					1.48	1.21	7.36	4.03	1.30				s 4.03	2.47	152.2		TO GOLD RUN 4.6
5 Spur P									2.00	1.32	7.46	4.14	1.41				f 4.14	2.57	156.8		TO TOWLE 3.9
75 P		**7.55**	3.55						2.14	1.44	**7.55**	4.25	1.52				f 4.24	3.07	160.7		MIDAS 4.1
78 WP	1.10AM	9.00	**4.36**	7.30					2.28	1.57	8.04	**4.36**	2.05				4.34	3.17	164.8		KNAPP 0.7
PTW																	s 4.36		165.5 166.6	No. 2 Track	BLUE CANON 5.2
86 Yard IPTW									2.55	2.20	8.16	4.52	f 2.26				s 4.56	3.35	171.8	A. T. C.	TO EMIGRANT GAP 6.1
82 PW	2.10	9.40	6.20	8.20					3.12	2.35	8.28	5.05	2.41				f 5.10	3.49	177.9		CRYSTAL LAKE 2.4
PWT													f 2.47				s 5.16		180.3		CISCO 5.2
67 PW	**2.55**								3.33	**2.55**	8.44	5.21	3.00				5.28	4.05	185.5		TROY 6.5
130 KPTWBI	**3.52**	11.00PM	7.10	9.30					**3.52**	3.10	8.59	5.36	f 3.15				s 5.45	4.20	192.0		TO NORDEN 4.3
																			196.3 197.7		EDER 5.2
72 PW									4.12	3.30	9.19	5.56	3.35				6.05	4.40	202.9		STANFORD 5.1
Yard PWTYOBK	**4.53**	12.20AM	8.15	10.50AM					4.25	s 3.45	9.28	6.07	s 3.50				s 6.25	s **4.53**	208.0		TO-R TRUCKEE 10.1
99 P									4.42	4.02	9.43	6.24	4.07				6.45	5.09	218.1		HINTON 4.3
68 PW									4.49	4.09	9.50	6.31	4.14				f 6.55	5.16	222.4	A. B. S.	FLORISTON 10.0
131 P	5.57	1.30	**10.05**	12.10PM					5.05	4.25	**10.05**	6.46	4.30				s 7.15	5.31	232.4		VERDI 10.5
Yard P								6.55PM	s 5.25 5.35	s 4.45 4.55	s 10.25	s 7.08	s 4.50 5.03				s 7.35 8.00	s 5.50 6.05	242.9		RENO 2.6
Yard								f 7.03		f			s 5.10				s 8.10		245.5		SPARKS (PSGR. STA.) 0.7
Term. Yard OWTBK	7.15AM	2.35AM	10.45PM	1.05PM				s 7.07PM	s 5.45AM	s 5.10AM	s 10.35PM	s 7.20PM	s 5.15PM				s 8.15AM	s 6.15AM	246.2		TO-R SPARKS (DSP. OFF.)
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday and Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday & Holidays	Arrive Sun. & Holidays Only	Arrive Daily	Arrive Daily			154.7
	(10.15) 13.38	(10.35) 12.95	(10.15) 13.38	(10.05) 13.60	(0.45) 23.47	(0.45) 23.47	(0.45) 23.47	(0.12) 16.50	(6.25) 24.11	(6.00) 25.78	(4.45) 32.57	(5.17) 29.28	(6.05) 25.43	(0.30) 35.20	(0.40) 26.40	(0.32) 33.00	(7.20) 21.10	(5.30) 28.13			..........Time over District ....Average Speed per Hour

Holidays indicated are: New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

No. 102 leaves on the 2nd, 8th, 14th, 20th and 26th of each month.

No. 48 leaves on the 5th, 11th, 17th, 23d and 29th of each month.

Rules 85, 86, 87 and 93. First class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

Eastward third-class and extra trains may run ahead of No. 606 from Reno.

No. 210 stop at following stations to exchange mail by locker: Boca.

Additional Stations:
Planehaven 97.5
Walerga, 99.4
Lincoln Ave., Penryn, 115.5
Clipper Gap, 131.4
Lander, 139.0
Magra, 148.5
Dutch Flat, 154.1
Alta, 156.0
American, 159.6
Forebay, 163.0
Smart, 173.3
Yuba Pass, 176.1
Tamarack, 183.7
Spruce, 187.8
Soda Springs, 190.4
Andover, 200.6
Polaris, 211.1
Union Mills, 213.5
Prosser Creek, 215.0
Boca, 216.3
Iceland, 220.9
Wickes, 221.9
Farad, 224.7
Mystic, 225.5
Fleish, 229.8
Calvada, 228.5
Mogul, 235.8
Lawton, 237.1

At Emigrant Gap—Time of first-class schedules applies at Passenger Station and time in train orders applies at siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
28	Any Station	Receive Revenue Passengers	Ogden	
88	Any Station	Receive Revenue Passengers	Sparks	
14	Dutch Flat Soda Springs			
210	Soda Springs			

SACRAMENTO SUBDIVISION

WESTWARD

EASTWARD		Time Table No. 158 February 6, 1938	Distance from Sparks	FIRST CLASS									THIRD CLASS			Capacity of Sidings and Spurs in Car Lengths
210 Sierra				101 Streamliner City of San Francisco	49 Forty-Niner	289 Sierra	21 Pacific Limited	15 West Coast	605 Mixed	9 Fast Mail	27 San Francisco Overland Limited	87 Challenger	471 Oakland Freight	533 Freight	535 Freight	
Leave Daily		STATIONS		Arrive See Footnote	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		TO-R SACRAMENTO 2.9	156.6	s 5.35AM	s 6.35AM	s 6.15PM	s 6.20PM	s 7.00PM		s 2.05AM	s 4.30AM	s 4.40AM	7.15PM			Term. Yard BKWOTYPI
		ELVAS 1.7	153.7	5.27	6.26	6.03	6.11	6.45		1.55	4.20	4.30	7.00			Yard IYP
		SWANSTON 1.4	152.0			f										Yard PW
		BENALI 7.9	150.6	5.23	6.21	5.55	6.06	6.33		1.49	4.14	4.24				Yard P South 92 Center 86
		ANTELOPE 3.8	142.7	5.15	6.13	5.45	5.58	6.24		1.40	4.03	4.15				P Yard 60
		TO-R ROSEVILLE 4.0	138.9	5.09	6.05 6.00	5.35 s 5.28	5.48 s 5.41	6.15PM		1.30 s 1.20	3.50 s 3.40	4.05 s 3.55	6.30PM	10.30AM	3.30AM	Term. Yard TOWYPBK
f 1.48AM		ROCKLIN 3.3	134.9									f				P Yard
s 2.02		TO LOOMIS 2.7	131.6	4.59	5.48	s 5.13	5.27			1.08	3.18	s 3.33				P 94
s 2.12		TO PENRYN 3.0	128.9			f					3.09	f 3.24				P 51
s 2.25AM	A. B. S.	TO-R NEWCASTLE 4.0	125.9	4.49	5.36	s 4.57	5.14			12.56	3.00	s 3.15				WP 58
		FLINT 0.9	121.9													P 73
		TO AUBURN 3.9	121.0	4.40	5.26	s 4.43	5.03			12.45	2.47	s 3.02				WP 50
		BOWMAN 2.5	117.1	4.33	5.18	4.30	4.54			12.37	2.35	f 2.50				P 73
		CLIPPER GAP 3.0	114.6									f				P 58
		WEST APPLEGATE 3.2	111.6	4.23	5.07	f 4.17	4.43			12.26	2.21	f 2.36				P 51
		N. E. MILLS 5.0	108.4	4.17	5.00	f 4.10	4.36			12.19	2.12	f 2.27				Spur P 57
		TO-R COLFAX 4.3	103.4	4.08	4.50	s 3.58	s 4.25			s 12.08AM	s 2.00	s 2.15		8.30	1.20	YWPBK Yard
		CAPE HORN 6.2	99.1	3.59	4.40	3.46	4.13			11.55PM	1.40	1.56				P 62
		TO GOLD RUN 4.6	92.9	3.48	4.27	f 3.32	4.00			11.42	1.21	f 1.43		7.30	12.45AM	WOYP 65
	No. 1 Track	TO TOWLE 3.9	88.3	3.40	4.18	f 3.20	3.50			11.33	1.07	f 1.30				P Spur 5
		MIDAS 4.1	84.4	3.33	4.10	f 3.10	3.41			11.25	12.55	f 1.20				P 75
		KNAPP 5.9	80.3	3.25	4.01	3.01	3.32			11.16	12.43	1.10				P 78
		TO EMIGRANT GAP 4.3	74.4	3.14	3.49	f 2.47	3.19			11.04	12.25	f 12.56		6.20	11.45PM	WPI Yard 80
		YUBA PASS 2.2	70.1		3.40	2.37	3.10			10.55	12.13	12.46				Summer 69 P
		CRYSTAL LAKE 2.0	67.9	3.01	3.35	2.32	3.05			10.50	12.07	12.41				PW 82
	A. T. C.	CISCO 5.5	65.9			f 2.27					12.01AM	f 12.36				PT
		TROY 6.3	60.4	2.47	3.20	2.15	2.49			10.34	11.44PM	12.23				PW 67 Summer 68
		TO NORDEN 0.9	54.1	2.36	3.07	s 2.00	2.35			**10.20**	11.25	s 12.08AM		5.00	**10.20**	KIPTBW
		SUMMIT 3.2	53.2													P(Upper) 56 (Lower) 71
		DONNER 1.5	50.0	2.26	2.57	1.46	2.23			10.10	11.10	11.53PM				P 91
		EDER 5.2	48.5													
		STANFORD 5.1	43.3	2.13	2.43	1.28	2.07			9.56	10.50	11.37				WP 72
		TO-R TRUCKEE 8.3	38.2 38.0	2.04	2.33	s 1.15	s 1.55			s 9.45	s 10.35	s 11.25		3.30	8.15	Yard PWTYOBK
		BOCA 1.8	29.7	1.52	2.17	f 12.56	1.35			9.28	10.01	f 11.00				P 53
		HINTON 4.3	27.9	1.49	2.14	12.52	1.31			9.25	9.55	10.56				P 64
	A. B. S.	FLORISTON 9.9	23.6	1.42	2.07	f 12.45	1.24			9.18	9.44	f 10.48				P
		VERDI 10.4	13.7	1.27	1.52	f 12.28	1.08			9.03	9.22	f 10.29				P 131
		RENO 2.6	3.3	s 1.11	s 1.35	s 12.10PM	s 12.50		s 7.00PM	8.47 s 8.37	9.00 s 8.52	s 10.10				Yard P
		SPARKS (PSGR. STA.) 0.7	0.7			s 11.53AM	f		f 6.50			s 9.55				Yard
		TO-R SPARKS (DSP. OFF.)	0.0	1.05AM	1.25AM	11.50AM	12.30PM		6.45PM	8.27PM	8.40PM	9.50PM		1.30AM	6.30PM	Term. Yard OWTBPK
		(156.6)		Leave See Footnote	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		Time over District Average Speed per Hour		(4.30) 34.80	(5.10) 30.31	(6.25) 24.41	(5.50) 26.85	(0.45) 23.60	(0.15) 13.20	(5.38) 27.79	(7.50) 19.99	(6.50) 22.92	(0.45) 23.60	(9.00) 15.43	(9.00) 15.43	

☞ No. 210 is authorized to use No. 4 Track Rocklin to Loomis but has no time table authority between Loomis and Newcastle on No. 1 Track, but will be known by number and handled only by train order from Loomis to Newcastle. Time shown at Loomis, Penryn and Newcastle for information only.

No. 101 leaves on the 7th, 13th, 19th, 25th, 31st and 1st of each month.

No. 49 leaves on the 4th, 10th, 16th, 22d and 28th of each month.

Rules 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

At Loomis—Time of eastward trains applies at Passenger station.

At Emigrant Gap—Time of first-class schedules applies at Passenger Station and time in train orders applies at siding.

Westward trains receiving orders at or east of Newcastle moving eastward trains from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived.

Westward trains must stop east of east crossover switch at Newcastle unless they receive a train-order signal permitting them to proceed.

Eastward trains authorized to use No. 1 track Loomis to Newcastle, may proceed on No. 1 track to first crossover switch, east of station building at Newcastle.

No. 87 stop at the following stations to exchange mail by locker: Alta. Dutch Flat.

No. 21 stop at Boca when requested by postal clerk to dispatch registered postal supplies and reduce speed, or stop if necessary, at Norden and Auburn for mail exchange.

Additional Stations:

Lawton, 237.1.
Mogul, 235.7.
Fleish, 229.8.
Calvada, 228.5.
Mystic, 225.5.
Farad, 224.7.
Wickes, 221.9.
Iceland, 220.9.
Prosser Creek, 215.0.
Union Mills, 213.5.
Polaris, 211.1.
Andover 200.6.
Soda Springs, 190.4.
Spruce, 187.8.
Tamarack, 183.7.
Smart, 173.3.
Blue Canon, 165.5-166.6.
Forebay, 163.4.
Dutch Flat, 154.1.
Alta, 156.0.
Magra, 148.5.
Lander, 139.0.
Walerga, 99.4.
Planehaven, 97.5.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21	Any Station	Discharge Revenue Passengers		Sparks
289 87	Soda Springs Blue Canon Dutch Flat Alta			
289 87	Any Station	Discharge		Sparks
27	Any Station	Receive Revenue Passengers	Sacramento	
27	Any Station	Discharge		Reno

EASTWARD

SACRAMENTO SUBDIVISION

Time Table No. 158

February 6, 1938

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS		SECOND CLASS					FIRST CLASS						Distance from San Francisco	A. B. S.		STATIONS
	504 Local Freight	**514** Local Freight	**600** Manifest	**498** Freight	**496** Manifest	**510** Mixed	**512** Mixed	**20** Klamath	**8** Shasta	**18** Oregonian	**24** Cascade	**16** West Coast	**292** Passenger				
	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Tues. and Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday and Holidays Only				STATIONS
Term. Yard IWYPK		4.05 AM	6.10 AM				4.00 AM	11.45 PM	9.40 PM	9.20 PM	7.12 PM			75.6	A. B. S.	TO-R	DAVIS 5.1
100 P			6.20					11.52	9.47	9.27	7.19			80.7			MERRITT 2.5
17														83.2			MULLEN 1.7
BKIPW Yard 107		**4.40**	**6.30**				4.20 AM	s 11.59 PM	9.53	9.33	7.24			84.9		TO-R	WOODLAND S. N. S. R. Crossing 5.0
25 P		5.25	6.39					12.06 AM	9.59	9.39	7.30			89.9		TO	YOLO 5.9
29 P		**6.11**	6.48					12.12	10.05	9.45	7.36			95.8		TO	ZAMORA 2.2
17 P														98.0			BRETONA 5.2
36 WP		6.40	7.05					12.20	10.13	9.53	7.44			103.2		TO	DUNNIGAN 3.2
40 P														106.4			HERSHEY 1.9
118 119 YP		6.55	7.13					12.26	10.19	9.59	7.50			108.3			HARRINGTON 5.2
44 P		**7.25**	**7.25**					f 12.32	10.25	10.05	7.56			113.5		TO	ARBUCKLE 4.1
30 P			7.32					.	10.30	10.10				117.6			GENEVRA 0.9
11														118.5			MACY 5.7
50 P		**8.05**	7.42					s 12.50	10.38	10.17	8.07			124.2		TO	WILLIAMS 4.9
45 P		**8.36**	**7.52**					12.56	10.44	10.22	8.12			129.1			CORTENA 3.9
59 WP		8.55	7.59					f 1.00	10.48	10.26	8.16			133.0		TO	MAXWELL 5.3
39 P			8.08					1.06	10.54	10.32	8.22			138.3			DELAVAN 3.8
34		**9.20**	**8.16**					1.10	10.58	10.36	8.26			142.1			NORMAN 2.2
31 P		**9.52**												144.3			LOGANDALE 5.6
64 BKWOYP		10.10 AM	8.30					s 1.30	11.08	10.45	8.35			149.9		TO-R	WILLOWS 3.3
10														153.2			LYMAN 3.6
44 P			8.42					1.39	11.17	10.54	8.43			156.8			ARTOIS 3.9
50								1.43	11.21	10.58	8.47			160.7			GRAPIT 1.3
33 P														162.0			GREENWOOD 3.4
Yard { 41 KPW			9.00			7.10 AM		s 1.55	11.28	11.04	8.52			165.4		TO-R	ORLAND 1.6
39 PY			9.03			7.15 AM								167.0			WYO 2.0
11														169.0			MALTON 4.4
26 P			**9.19**					2.05	11.38	11.14	9.01			173.4			KIRKWOOD 5.1
47 P			9.28					s 2.17	11.45	11.20	9.07			178.5		TO	CORNING 3.1
44 P			9.33					2.21	11.49					181.6			RICHFIELD 4.7
120 YP	3.20 PM		9.43	7.30 PM	9.30 AM			2.27	11.55 PM	11.29	9.15	1.45 PM	5.26 AM	186.3		R	TEHAMA 2.1
Term. Yard BKWOPY	3.30 PM		9.50 AM	7.40 PM	9.40 AM			s **2.35** AM	s 12.01 AM	s 11.35 PM	s 9.20 PM	s 1.55 PM	s 5.35 AM	188.4		TO-R	GERBER
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. and Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays Only				(112.8)
	(0.10) 12.60	(6.05) 12.21	(3.40) 30.76	(0.10) 12.60	(0.10) 12.60	(0.05) 19.20	(0.20) 27.90	(2.50) 39.81	(2.21) 48.00	(2.15) 50.13	(2.08) 52.88	(0.10) 12.60	(0.09) 14.00				..............Time over District.......... ....Average Speed per Hour..........

At Tehama, schedule time and time in train orders apply at the Junction Switch.

Holidays indicated are:
New Year's, Washington's Birthday, Decoration Day, Fourth of July,
Labor Day, Thanksgiving Day and Christmas.

No. 19 stop at Corning for first class mail dispatched by No. 20 and at Orland for mail should No. 20 not make Orland or beyond for No. 19.

Additional Stations:

Dufour, 92.1
Ronda, 93.7
Delphos, 126.8
Riz, 146.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
8	Woodland Williams Willows Orland Corning	Discharge		Davis
8	Any Station	Receive	East of Gerber where scheduled to stop.	
18	Any Station	Receive	Klamath Falls and east where scheduled to stop.	
20	Any Station	Discharge		Davis

SACRAMENTO SUBDIVISION — WESTWARD

A. B. S.

Time Table No. 158 February 6, 1938	Distance from Gerber	FIRST CLASS							SECOND CLASS	THIRD CLASS					FOURTH CLASS	Capacity of Sidings and Spurs in Car Lengths
		19	7	293	291	23	17	15	511	497	499	515	513	601	505	
		Klamath	Shasta	Passenger	Mixed	Cascade	Oregonian	West Coast	Mixed	Manifest	Freight	Local Freight	Mixed	Manifest	Local Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Sunday and Holidays Only	Arrive Daily Ex. Sunday & Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. and Fri.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Wed., Fri.	
TO-R DAVIS	112.8	s 4.55 AM	s 6.45 AM	s 9.35 AM	s 10.05 AM	s 11.10 AM	s 4.17 PM					2.30 PM	11.25 AM	3.45 PM		Term. Yard IWYPK
5.1																
MERRITT	107.7	4.46	6.36	f 9.25	f 9.56	11.02	4.08					2.15		3.35		100 P
2.5																
MULLEN	105.2			f	f											17
1.7																
TO-R WOODLAND S. N. R. R. Crossing	103.5	**4.40**	s **6.30**	s 9.15	s 9.50	10.57	s 4.02					1.55	11.05 AM	3.25		BKIPW Yard 107
5.0																
TO YOLO	98.5	4.30	6.18	s 9.03	s 9.41	10.51	3.51					1.00		3.15		25 P
5.9																
TO ZAMORA	92.6	4.24	**6.11**	s 8.52	s 9.32	10.45	3.45					12.40		3.05		29 P
2.2																
BRETONA	90.4			f	f											17 P
5.2																
TO DUNNIGAN	85.2	4.16	6.03	s 8.42	s 9.21	10.37	3.37					12.15 PM		2.53		36 WP
3.2																
HERSHEY	82.0			f	f											40 P
1.9																
HARRINGTON	80.1	4.10	5.57	f 8.34	f 9.13	10.31	3.31					11.45 AM		2.45		118 119 YP
5.2																
TO ARBUCKLE	74.9	4.04	5.51	s 8.24	s 9.05	10.25	3.25					11.30		2.37		44 P
4.1																
GENEVRA	70.8	3.59	5.44	f 8.14	f 8.56	10.20	3.17					10.45		2.30		30 P
0.9																
MACY	69.9			f	f											11
5.7																
TO WILLIAMS	64.2	3.52	f 5.37	s **8.05**	s 8.46	**10.13**	s 3.10					**10.13**		2.20		50 P
4.9																
CORTENA	59.3	3.47	5.30	f **7.52**	f **8.36**	10.08	3.01							2.12		45 P
3.9																
TO MAXWELL	55.4	3.43	5.25	s 7.46	s 8.30	10.04	2.57					9.40		2.06		59 WP
5.3																
DELAVAN	50.1	3.37	5.18	f 7.37	f 8.22	9.58	2.51							1.58		39 P
3.8																
NORMAN	46.3			f	f **8.16**							**9.20**				34
2.2																
LOGANDALE	44.1	3.31	5.12	f 7.28	f 8.13	**9.52**	2.45							1.49		31 P
5.6																
TO-R WILLOWS	38.5	3.25	s 5.05	s 7.20	8.05 s 7.55	9.46	s 2.37					9.00 AM		1.40		64 BKWOYP
3.3																
LYMAN	35.2			f	f											10
3.6																
ARTOIS	31.6	3.15	4.51	s 7.03	s 7.44	9.38	2.24							1.28		44 P
3.9																
GRAPIT	27.7	3.11	4.46	f 6.57	f 7.37	9.34	2.20									50
1.3																
GREENWOOD	26.4			f	f											33 P
3.4																
TO-R ORLAND	23.0	3.05	s 4.40	s 6.50	s 7.30	9.29	s 2.14		s 1.35 PM					1.11		Yard 41 KPW
1.6																
WYO	21.4	3.02	4.35	f 6.41	f 7.18	9.26	2.09		1.25 PM					1.08		39 PY
2.0																
MALTON	19.4			f	f											11
4.4																
KIRKWOOD	15.0	2.55	4.28	f 6.32	f 7.08	**9.19**	2.02							12.58		26 P
5.1																
TO CORNING	9.9	2.49	s 4.22	s 6.25	s 7.00	9.13	s 1.56							12.50		47 P
3.1																
RICHFIELD	6.8	2.44	4.15	s 6.12	s 6.38	9.09	1.49							12.44		44 P
4.7																
R TEHAMA	2.1	2.39	4.09	s 6.05	6.30 AM	9.04	1.44	s 3.04 PM		7.00 AM	2.10 PM			12.37	8.10 AM	120 YP
2.1																
TO-R GERBER	0.0	**2.35** AM	4.05 AM	6.00 AM		9.00 AM	1.40 PM	3.00 PM		6.50 AM	2.00 PM			12.30 PM	8.00 AM	Term. Yard BKWOPY
(112.8)		Leave Daily	Leave Daily	Leave Sunday and Holidays Only	Leave Daily Ex. Sunday & Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Mon. and Fri.	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Mon., Wed., Fri.	
Time over District Average Speed per Hour		(2.20) 48.34	(2.40) 42.30	(3.35) 31.48	(3.35) 30.89	(2.10) 52.06	(2.37) 43.11	(0.04) 31.50	(0.10) 9.60	(0.10) 12.60	(0.10) 12.60	(5.30) 13.51	(0.20) 27.90	(3.15) 34.71	(0.10) 12.60	

At Tehama, schedule time and time in train orders apply at the Junction Switch.

No. 19 stop at Corning for first class mail dispatched by No. 20 and at Orland for mail should No. 20 not make Orland or beyond for No. 19.

Holidays indicated are:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Additional Stations:

Dufour, 92.1
Ronda, 93.7
Delphos, 126.8
Riz, 146.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
7	Maxwell	Receive	Martinez	
7	Arbuckle	Receive	Richmond	
7	Any Station	Discharge		Black Butte
17	Arbuckle	Receive	Davis	
293 291	Dufour Ronda	Receive or Discharge	Any Station	Any Station

SACRAMENTO SUBDIVISION

	EASTWARD													WESTWARD					
	THIRD CLASS			SECOND CLASS		FIRST CLASS								FIRST CLASS	THIRD CLASS		FOURTH CLASS		
Capacity of Sidings and Spurs in Car Lengths	504	502	500	498	496	16	290	292	Distance from San Francisco		Time Table No. 158 February 6, 1938		Distance from Tehama	15	497	499	501	503	505
	Local Freight	Local Freight	Local Freight	Freight	Manifest	West Coast	Mixed	Passenger						West Coast	Manifest	Freight	Local Freight	Local Freight	Local Freight
	Leave Tues. Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays	Leave Sun. & Holidays Only			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.
Term Yard BKOPTWY			**8.00PM**	4.00PM	6.00AM	10.42AM	2.00AM	1.37AM	106.6	TO-R	ROSEVILLE 6.2		105.1	s 6.15PM	10.40AM	6.00PM	**8.00PM**		
111 P						10.51	2.10	1.47	112.8		WHITNEY 4.2		98.9	6.02					
134 PW			9.30	4.25	6.25	s 10.58	s 2.25	s 1.55	117.0	TO	LINCOLN 4.0		94.7	s 5.55	10.15	5.35	7.30		
38 P									121.0		EWING 1.1		90.7						
106 P			9.45	4.35	6.35	11.05	2.33	2.02	122.1		BROOK 2.7		89.6	5.43	10.05	5.25	6.45		
32						11.09	f	f	124.8		SHERIDAN 3.3		86.9	f 5.38					
138 PW			10.45	4.45	6.45	s 11.14	s 2.45	s 2.12	128.1	TO	WHEATLAND 6.1		83.6	s 5.32	9.55	5.15	6.30		
101 P				**4.57**	6.57	11.22	2.56	2.22	134.2		OSTROM 5.6		77.5	5.21	9.45	**4.57**			
									139.8		DANTONI JCT. 1.0		71.9						
Yard BKIYOWP		7.00AM	11.30PM	**5.10**	7.10	s 11.35	s 3.15 3.35	s 2.32 2.55	140.8	TO-R	MARYSVILLE 1.0		70.9	s **5.10**	9.30	4.35	5.30PM	3.15PM	
									141.8		W. P. R. R. Crossing 2.9		69.9						
112 WP		7.10		5.20	7.20	11.41	3.42	3.01	144.7		BERG 3.0		67.0	4.58	9.15	4.20		3.00	
43		**7.25**		5.25	**7.25**	11.46	3.48	3.06	147.7		LOMO 2.1		64.0	4.54					
13									149.8		SUNSET 1.7		61.9						
54 IP		7.50		5.32	7.32	s 11.53AM	s 4.00	f 3.12	151.5	A. B. S. TO	LIVE OAK S. N. R. R. Crossing 6.5		60.2	s 4.49	9.02	4.07		2.45	
108 P		**8.50**		5.43	7.43	s 12.05PM	s 4.15	s 3.25	158.0	TO	GRIDLEY 3.4		53.7	s 4.37	**8.50**	3.55		2.30	
49 WP		9.40		5.57	7.57	s 12.15	s 4.30	s 3.33	161.4	TO	BIGGS 6.0		50.3	s 4.30	8.40	3.45		1.30	
49 P		10.00		6.09	8.09	s 12.25	s 4.44	s 3.43	167.4		RICHVALE 4.1		44.3	f 4.19	8.25	3.34		12.45	
97 P		10.15		6.17	**8.17**	f **12.31**	s 4.53	s 3.49	171.5		NELSON 6.6		40.2	f 4.12	**8.17**	3.27		**12.31**	
96 P		10.50		6.29	8.29	s 12.40	s 5.06	s 4.00	178.1	TO	DURHAM 6.1		33.6	s 4.03	8.06	3.16		12.10PM	
Yard BKYWOP	1.00PM	11.15AM		6.40	8.40	s 12.55	s 5.18 5.38	s 4.10 4.35	184.2	TO-R	S. N. R. R. Crossing CHICO 7.1		27.5	s 3.52	7.55	3.05		11.45AM	10.15AM
29 P	1.20			6.53	8.53	1.05	5.50	4.45	191.3		NORD 2.3		20.4	f 3.37					
122 P	1.30			6.58	8.58	1.09	5.55	4.50	193.6		ANITA 2.4		18.1	3.34	7.35	2.48			9.45
16	1.40					1.13			196.0		OANA 7.0		15.7						
130 WP	**2.30**			7.14	**9.14**	s 1.25	f 6.10	f 5.05	203.0	TO	VINA 1.6		8.7	s 3.21	7.17	**2.30**			**9.14**
15									204.6		COPELAND 5.1		7.1						
48 P	**3.10**			7.26	9.26	s 1.37	f 6.22	f 5.18	209.7	TO	LOS MOLINOS 2.0		2.0	s **3.10**	7.05	2.15			8.30
120 PY	3.20PM			7.30PM	9.30AM	1.45PM	s 6.27AM	s 5.26AM	211.7	R	TEHAMA		0.0	3.04PM	7.00AM	2.10PM			8.10AM
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday & Holidays	Arrive Sun. & Holidays Only			(105.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.
	(2.20) 11.79	(4.15) 10.21	(3.30) 9.77	(3.30) 30.03	(3.30) 30.03	(3.03) 34.46	(4.27) 23.62	(3.49 27.54			Time over District Average Speed per Hour			(3.11) 33.02	(3.40) 28.66	(3.50) 27.42	(2.30) 13.68	(3.30) 12.40	(2.05) 13.20

At Roseville, schedule time and train orders for eastward trains on Roseville-Tehama line, applies at west switch of crossover, leading from No. 2 to No. 1 tracks, 400 feet west of Lincoln Street crossing.

At Tehama, schedule time and time in train orders apply at the Junction Switch.

Holidays indicated are:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
15	Any Station	Receive	Lincoln	
15	Any Station	Discharge		Gerber
16	Sheridan	Discharge		Martines
16	Any Station	Receive	Klamath Falls	

Additional Stations:

Clayton, 118.4	Sullivan, 146.4	Gimbal, 189.1
Jester, 126.0	Fagan, 155.9	Soto, 198.3
Rupert Spur, 138.9	Riceton, 164.1	Ensign, 207.1
Binney Junction Tower, 141.8	Faulkner, 181.9	Bohemia, 208.0

REDDING SUBDIVISION

Capacity of Sidings and Spurs in Car Lengths	EASTWARD SECOND CLASS			EASTWARD FIRST CLASS					Distance from San Francisco via Marysville			Time Table No. 158 February 6, 1938	Distance from Dunsmuir	WESTWARD FIRST CLASS						WESTWARD THIRD CLASS		
	620	634		18	24	16	20	8						23	17	15	19	7		637	641	639
	Manifest	Manifest		Oregonian	Cascade	West Coast	Klamath	Shasta						Cascade	Oregonian	West Coast	Klamath	Shasta		Manifest	Manifest	Manifest
	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily
Term. Yd WOYPBK	11.00AM	4.00AM		11.45PM	9.30PM	2.05PM	2.50AM	12.15AM	213.8	A.B.S.	TO-R	GERBER 2.0	108.3	s 8.50AM	s 1.30PM	s 2.45PM	s 2.25AM	s 3.50AM		6.20AM	11.20AM	7.15PM
						f			215.8			PROBERTA 3.1	106.3			f						
85 P	**11.12**	4.10		11.53PM	9.38	2.14	3.00	12.23	218.9			RAWSON 4.5	103.2	8.43	1.21	2.37	2.16	3.41		6.10	**11.12**	7.05
Yard 49-49 P	11.22	4.20		12.01AM	9.44	s **2.25**	s 3.13	12.31	223.4		TO	RED BLUFF 5.5	98.7	8.37	s 1.14	s **2.25**	s 2.08	s 3.33		6.02	11.04	6.57
81 P	11.33	4.33		12.09	9.52	2.37	**3.23**	12.39	228.9			BLUNT 4.7	93.2	8.30	1.06	2.14	1.58	**3.23**		5.53	10.55	6.48
80 P	11.41	4.41		12.16	9.58	2.44	3.32	12.45	233.6			HOOKER 6.8	88.5	8.24	1.00	2.07	1.51	3.16		5.45	10.48	6.40
74 WP	11.52	4.52		12.25	10.05	s 2.55	s 3.41	12.53	240.4		TO	COTTONWOOD 3.8	81.7	8.16	12.51	s 1.56	1.42	s 3.08		5.34	10.37	6.29
76 P	11.58AM	4.58		12.30	10.09	3.00	3.46	12.58	244.2			OULP 2.9	77.9	8.12	12.47	1.51	1.38	3.03		5.28	10.31	6.23
70 P	12.04PM	5.03		12.34	10.13	s 3.06	s 3.52	1.02	247.1		TO	ANDERSON 6.4	75.0	8.09	12.44	s 1.46	1.34	s 2.59		5.23	10.26	6.18
91 P	12.14	**5.13**		12.42	10.20	3.15	4.00	1.10	253.5			GIRVAN 4.7	68.6	8.02	12.37	1.35	1.27	2.50		**5.13**	10.16	6.08
Yard 95-82 WPI	**12.30**	5.30		12.49	10.26	s 3.24	s 4.18	**1.20**	258.2		TO	REDDING 5.7	63.9	7.57	s **12.30**	s 1.29	s **1.20**	s 2.43		5.05	10.08	6.00
63 P	12.42	5.43		**1.05**	10.37	3.35	4.29	1.32	263.9			KESWICK 3.3	58.2	7.46	12.19	1.16	**1.05**	2.30		4.51	9.55	5.46
No Siding P						s			267.2		TO	MATHESON 0.8	54.9			s						
49 P	12.52	5.53		1.15	10.46	3.45	**4.38**	1.41	268.0			MOTION 3.0	54.1	7.37	12.10	1.07	12.54	2.21		**4.38**	9.42	5.33
81 P	**1.00**	6.01		1.22	10.53	3.52	4.45	1.49	271.0			CORAM 4.7	51.1	7.30	12.03PM	**1.00**	12.47	2.13		4.29	9.33	5.24
85 P	1.12	6.14		1.33	11.03	s 4.04	4.56	**2.00**	275.7		TO	KENNET 2.6	46.4	7.20	11.53AM	s 12.48	12.37	**2.00**		4.14	9.18	5.09
57 P	1.19	6.22		1.39	11.09	4.10	5.02	2.06	278.3			PITT 1.9	43.8	7.14	11.47	12.42	12.31	1.51		4.06	9.10	5.01
83 YWPO	1.24	6.29		**1.43**	11.13	4.15	5.08	2.11	280.2			MORLEY 3.6	41.9	7.10	11.42	12.37	12.27	**1.43**		4.00	9.04	4.55
45 P	1.33	6.42		1.52	11.21	4.23	5.16	2.20	283.8			ELMORE 3.8	38.3	7.02	11.34	12.29	12.19	1.28		3.48	8.53	4.43
82 P	1.43	**6.54**		2.01	11.29	**4.31**	5.24	2.28	287.6			POLLOCK 3.5	34.5	**6.54**	11.26	f 12.21	12.11	1.20		3.36	8.41	**4.31**
75 P	1.52	7.03		2.09	11.37	4.39	5.32	2.36	291.1			SMITHSON 5.6	31.0	6.46	11.18	12.13	12.03AM	1.12		3.25	8.30	4.18
81 WP	2.12	7.24		2.25	**11.49**	s 4.53	5.46	2.50	296.7		TO	DELTA 3.5	25.4	6.34	11.06	s 12.01PM	**11.49**PM	12.59		3.08	8.13	3.59
35 P	2.23	7.37		2.32	11.59PM	5.02	5.55	**2.57**	300.2			LAMOINE 3.8	21.9	6.27	10.58	f 11.53AM	11.38	12.50		**2.57**	8.02	3.47
71 P	2.34	**7.50**		**2.41**	12.08AM	5.11	6.05	3.06	304.0			GIBSON 2.0	18.1	6.18	10.49	11.44	11.29	12.40		**2.41**	**7.50**	3.35
72 P	2.41	7.56		2.46	12.15	5.16	**6.13**	3.11	306.0			FISHER 3.4	16.1	**6.13**	10.44	11.39	11.24	12.34		2.34	7.44	3.29
70 WP	2.54	8.09		2.54	**12.23**	5.25	6.24	3.19	309.4			SIMS 3.7	12.7	6.05	10.36	f 11.31	11.16	**12.23**		2.23	7.33	3.18
81 P	**3.06**	8.21		3.02	12.31	5.34	6.33	3.27	313.1			CONANT 2.2	9.0	5.57	10.28	11.23	11.08	12.13		2.11	7.21	**3.06**
56 P	3.13	8.28		3.07	12.36	f 5.41	f 6.40	3.32	315.3			CASTELLA 3.0	6.8	5.52	10.23	f 11.18	11.03	12.08		2.04	7.14	2.59
86 P	3.20	8.35		3.14	12.44	5.49	6.48	3.39	318.3			CASTLE CRAG 2.9	3.8	5.45	10.16	11.11	10.56	12.01AM		1.54	7.04	2.49
Term Yard PBK	3.30PM	8.45AM		3.21	12.51	5.56	**6.55**	3.46	321.2		TO-R	DUNSMUIR YARD 0.9	0.9	5.38	10.09	11.04	10.49	11.54PM		1.45AM	**6.55**AM	2.40PM
Term Yd WOTPBK				s 3.25AM	s 12.55AM	s 6.00PM	s 7.00AM	s 3.50AM	322.1		TO-R	DUNSMUIR (Pass Sta.)	0.0	5.35AM	10.05AM	11.00AM	10.45PM	11.50PM				
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily
	(4.30)	(4.45)		(3.40)	(3.25)	(3.55)	(4.10)	(3.35)				Time over District		(3.15)	(3.25)	(3.45)	(3.40)	(4.00)		(4.35)	(4.25)	(4.35)
	23.87	22.61		29.53	31.69	27.65	25.99	30.22				Average Speed per Hour		33.32	31.69	28.88	29.53	27.07		23.43	24.37	23.43

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
7	Any Station Between Dunsmuir and Redding	Discharge		Dunsmuir
7	Castella	Receive	Richmond	
8	Any Station	Receive	Where scheduled to stop.	
15	Elmore	Receive Tuesday and Thursday	Any station where train scheduled to stop.	
16	Elmore	Discharge Tuesday and Thursday		Any Station
18	Any Station	Receive	Klamath Falls and east where scheduled to stop.	

Additional Stations	
Middle Creek	M. P. 261.0
Antler Spur	M. P. 290.5
Flume Spur	M. P. 311.8
Dirigo Industrial Tracks	M. P. 316.1

Westward trains required to take siding at Redding, unless otherwise instructed; will stop to clear signal SA-2587 and request operator by telephone to line switches.

EASTWARD — BLACK BUTTE SUBDIVISION — WESTWARD

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS	SECOND CLASS		FIRST CLASS					Distance from San Francisco via Marysville	Time Table No. 158 February 6, 1938	Distance from Klamath Falls	FIRST CLASS					THIRD CLASS		
	624	622	638	16	20	8	18	24				23	17	15	19	7	635	649	623
	Freight	Manifest	Manifest	West Coast	Klamath	Shasta	Oregonian	Cascade				Cascade	Oregonian	West Coast	Klamath	Shasta	Manifest	Manifest	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term Yd. PBK	7.10PM	4.35PM	12.25AM						321.2	TO-R DUNSMUIR YARD 0.9	108.0						8.30PM	2.45AM	9.05PM
Term Yd. WOTPBK	7.15	4.40	12.30	6.15PM	7.15AM	4.00AM	3.35AM	1.05AM	322.1	TO-R DUNSMUIR (Pass Sta) 3.3	107.1	s 5.25AM	s 9.50AM	s 10.50AM	s 10.30PM	s 11.40PM			
P					f				325.4	SHASTA SPRINGS 0.7	103.8				f				
86 P	7.27	4.52	12.42	6.25	7.26	4.10	3.45	1.15	326.1	SMALL 1.5	103.1	5.15	9.40	10.39	10.20	11.29	8.10	2.25	8.45
26 P	7.32	4.57	12.47	6.30	7.31	f 4.15	3.50	1.19	327.6	CANTARA 3.8	101.6	5.11	9.36	10.35	10.16	11.24	8.05	2.20	8.40
84 P	**7.53**	5.15	1.05	6.42	7.43	f 4.25	4.02	1.29	331.4	MOTT 2.1	97.8	5.01	9.25	10.23	10.04	11.12	**7.53**	2.08	8.28
87 P	8.00	5.22	1.12	6.47	7.48	4.30	4.07	1.34	333.5	AZALEA 3.2	95.7	4.56	9.20	10.18	9.59	11.07	7.45	2.00	8.20
108 WYP	**8.10**	5.35	1.25	s 6.58	s 7.58	s 4.39	4.14	1.41	336.7	TO MOUNT SHASTA 2.4	92.5	4.49	9.13	s 10.11	s 9.51	s 11.00	7.35	1.50	**8.10**
93 P	8.15	5.40	1.30	7.02	8.02	**4.46**	4.18	**1.45**	339.1	UPTON 2.9	90.1	**4.46**	9.09	10.05	9.45	10.54	7.29	**1.45**	8.02
80 YP	8.21	5.45	**1.35**	7.06	8.06	f 4.53	4.23	1.49	342.0 342.3	DEETZ 2.7	87.2	4.41	9.05	10.01	9.40	10.50	7.23	**1.35**	7.55
M-27 E-80 Yd W-111 WYP	8.30PM	6.07	**1.56**	f **7.13**	8.13	s 5.00AM	**4.34**	**1.56**	345.0	TO-R BLACK BUTTE 7.2	84.5	**4.34**	8.58	f 9.54	s 9.32	10.40PM	**7.13**	1.25	7.45PM
82 P		6.27	2.20	7.26	8.26		4.49	2.09	352.2	HOTLUM 5.0	77.3	4.21	8.45	9.41	9.18		6.49	1.05	
113 P		**6.39**	2.35	7.35	**8.37**		4.58	2.17	357.2	BOLAM 3.5	72.3	4.13	**8.37**	9.33	f 9.08		**6.39**	12.54	
83 P		6.49	2.47	7.40	8.46		5.03	2.22	360.7	ANDESITE 4.1	68.8	4.08	8.31	9.28	9.00		6.29	12.45	
83 P		7.02	3.01	7.46	8.53		5.09	2.27	364.8	COUGAR 1.8	64.7	4.03	8.26	9.23	8.54		6.15	12.32	
80 Spur									366.6	POMEROY 1.9	62.9								
125 WYP		7.20	3.20	f 7.53	9.02		5.18	2.34	368.5	TO GRASS LAKE 4.6	61.0	3.58	8.21	9.18	f 8.48		6.00	12.17AM	
100 P		7.28	3.28	7.59	**9.12**		5.25	2.40	373.1	ERICKSON 4.1	56.4	3.53	8.14	**9.12**	8.39		5.40	11.58PM	
81 P		7.35	3.35	8.04	9.20		5.30	2.45	377.2	PENOYAR 3.4	52.3	3.48	8.08	9.05	f 8.32		5.25	11.44	
No siding YP				s 8.09	s 9.25				380.6	TO LEAF 1.3	48.9				s 8.23				
91 WP		7.43	**3.43**	f **8.13**	9.33		5.35	2.50	381.9	TO BRAY 4.1	47.6	**3.43**	8.01	8.57	f **8.13**		5.10	11.30	
80 P		7.50	3.50	8.20	9.40		5.40	2.55	386.0	KEGG 4.0	43.5	3.38	7.54	8.51	8.02		5.00	11.20	
60 P		**7.56**	3.57	8.25	9.45		5.45	3.00	390.0	JEROME 4.0	39.5	3.33	7.49	8.45	**7.56**		4.53	11.13	
96 101 WY Yard P		8.10	4.10	f 8.32	9.50		5.50	3.05	394.0	MT. HEBRON 2.7	35.5	3.28	7.44	8.40	f 7.49		4.46	11.06	
61 P		8.15	4.15	s 8.37	9.53		5.53	3.08	396.7	TO MACDOEL 1.6	32.8	3.25	7.41	8.37	s 7.42		4.41	11.01	
80 P		8.18	4.18	8.41	9.55		5.55	3.10	398.3	SOMERSET 4.3	31.2	3.22	7.39	8.35	7.37		4.38	10.58	
61 P		8.25	4.25	8.46	10.00		6.00	**3.15**	402.6	MAY 4.5	26.9	**3.15**	7.34	8.30	7.31		4.31	10.51	
96 P		8.32	4.32	s 8.51	s 10.05		6.05	3.20	407.1	TO DORRIS 4.5	22.4	3.06	7.29	f 8.24	s 7.25		4.24	10.44	
61 P		8.39	4.39	9.01	10.14		6.11	3.26	411.6	CALOR 4.0	17.9	2.59	7.23	8.18	7.16		4.16	10.36	
82 P		8.46	4.46	9.06	10.19		6.16	3.31	415.6	WORDEN 2.6	13.9	2.54	7.18	8.13	f 7.11		4.09	10.29	
61 P		8.51	4.51	9.10	10.23		6.19	3.34	418.2	ADY 4.1	11.3	2.50	7.15	8.10	7.06		4.03	10.23	
100 P		8.58	4.58	9.15	10.28		6.24	3.39	422.8	MIDLAND 3.9	7.2	2.45	7.10	8.05	f 7.01		3.56	10.16	
82 P		9.05	5.05	9.20	10.33		6.29	3.44	426.2	TEXUM 3.3	3.3	2.40	7.05	8.00	6.55		3.50	10.10	
Term. Yd. WYOTPBK		9.15PM	5.15AM	s 9.25PM	s 10.40AM		s 6.35AM	s 3.50AM	429.5	TO-R KLAMATH FALLS	0.0	2.35AM	7.00AM	7.55AM	6.50PM		3.40PM	10.00PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(108.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.20)	(4.40)	(4.50)	(3.10)	(3.25)	(1.00)	(3.00)	(2.45)		Time over District		(2.50)	(2.50)	(2.55)	(3.40)	(1.00)	(4.50)	(4.45)	(1.20)
	17.62	23.14	22.34	33.82	31.35	22.60	35.70	38.95		Average Speed per Hour		37.80	37.80	36.72	29.21	22.60	22.34	22.73	17.62

A. B. S.

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte. including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

First class trains of Cascade Line, with orders to meet or pass at Black Butte, use Middle Siding, except when order states that order received by the westward train at Black Butte.

The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station.

No. 17 reduce speed Dorris and Mount Shasta to dispatch first-class mail and newspapers.

Additional Stations:
- Pioneer Spur M. P. 335.1
- Barnard Spur M. P. 335.4
- Graham Industrial Track M. P. 356.0
- Kegg Pit M. P. 386.9
- Ivan Spur M. P. 413.6

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
7 & 8	Shasta Retreat. . MP 323.8	Receive and Discharge	Any Station	Any Station
18	Any Station	Receive	Where Scheduled to Stop	
20	Grass Lake, Bray, Mt. Hebron, Macdoel	Discharge Receive	Eugene	Gerber
19	Kegg Pit.......MP 386.9	Mon., Wed. and Fri.		

EASTWARD KIRK SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS			FIRST CLASS				Distance from San Francisco via Marysville			Time Table No. 158 February 6, 1938	Distance from Crescent Lake	FIRST CLASS				THIRD CLASS		
	642	626	386	16	20	18	24						23	17	15	19	621	387	647
	Manifest	Manifest	G. N. Ry. Time Freight	West Coast	Klamath	Oregonian	Cascade						Cascade	Oregonian	West Coast	Klamath	Manifest	G. N. Ry. Time Freight	Manifest
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yd. WOTYPBK	11.00PM	**7.45** AM	12.15AM	9.40PM	10.50AM	**6.50** AM	4.00AM	429.5	A.B.S.	TO-R	KLAMATH FALLS 2.4	99.1	s 2.25AM	s **6.50** AM	s **7.45** AM	s 6.35PM	9.10AM	2.10PM	4.30PM
63 P	11.10	7.55	12.25	9.45	10.55	6.55	4.05	431.9			CHELSEA 2.2	96.7	2.20	6.46	7.40	6.30	9.05	2.04	4.23
66 P	11.15	8.01	12.30	9.50	11.00	7.00	4.09	434.1			WOCUS 4.8	94.5	2.16	6.43	7.36	6.25	9.00	1.59	4.18
110 P	11.23	8.09	12.38	s 9.58	11.07	7.06	4.15	438.9		TO	ALGOMA 3.7	89.7	2.10	6.37	7.30	s 6.18	8.51	1.50	4.09
62 P	11.30	8.16	12.45	10.04	11.12	7.11	4.20	442.6			OUXY 4.6	86.0	2.05	6.32	7.25	f 6.11	8.44	1.42	4.02
82 P	11.37	8.23	12.52	f 10.11	11.17	**7.19**	4.25	447.2		TO	MODOC POINT 4.6	81.4	2.00	6.27	**7.19**	s 6.05	8.37	1.35	3.55
67 P	11.44	**8.30**	12.59	10.18	11.23	7.28	4.30	451.8			LOBERT 4.9	76.8	1.55	6.22	7.11	5.58	**8.30**	1.28	3.48
170 WYPK (Yard)	11.53	8.39	1.08	s 10.27	s 11.33	7.35	4.36	456.7		TO	CHILOQUIN 1.3	71.9	1.49	6.16	s 7.04	s 5.51	8.21	1.20	3.40
87 P	11.55PM	8.41	1.10	10.30	11.36	7.37	4.38	458.0			PINE RIDGE 3.1	70.6	1.47	6.14	6.56	f 5.43	8.16	1.07	3.28
62 P	12.03AM	8.49	1.20	10.36	11.42	7.42	4.42	461.1			BRAYMILL 4.2	67.5	1.43	6.10	6.52	5.38	8.10	1.01	3.23
102 P	12.18	9.04	**1.38**	10.42	11.48	7.48	4.47	465.3			CALIMUS 5.0	63.3	**1.38**	6.05	6.47	5.33	8.03	12.54	3.16
122 Yard WYP	12.31	9.16	1.51	f 10.49	11.54	**7.55**	4.53	470.3		TO	KIRK 4.2	58.3	1.32	5.59	6.41	f 5.26	**7.55**	12.46	3.08
102 P	12.38	9.23	1.58	10.55	11.59AM	8.00	4.58	474.5			FUEGO 4.1	54.1	1.27	5.54	6.36	f 5.19	7.47	12.39	3.01
102 P	12.45	9.30	2.05	11.02	f 12.05PM	8.05	5.03	478.6		TO	CHINCHALO 4.8	50.0	1.22	5.49	6.31	f 5.13	7.40	12.32	2.54
102 W P	1.01	9.43	2.17	11.09	f 12.11	8.10	5.08	483.4			LENZ 4.8	45.2	1.17	5.44	6.26	f 5.07	7.24	12.25	2.40
102 P	**1.12**	9.52	2.26	11.15	f **12.17**	8.15	5.13	488.2			MAZAMA 4.4	40.4	**1.12**	5.39	6.21	f 5.01	7.16	**12.17**	2.32
102 P	1.19	10.00	2.33	11.21	12.23	8.20	5.18	492.6			YAMSAY 5.4	36.0	1.07	5.34	6.16	f 4.55	7.09	12.08PM	2.24
102 P	1.27	10.08	2.41	11.28	12.29	8.26	**5.25**	498.0			DIAMOND LAKE 5.3	30.6	1.01	**5.25**	6.10	f 4.49	7.00	11.59AM	2.15
102 PBK	1.35	10.16	2.50AM	f 11.36	s 12.37	8.32	5.32	503.3		TO-R	CHEMULT 3.9	25.3	12.55	5.16	f 6.04	s 4.42	6.51	11.45AM	2.06
102 YP	1.41	10.23		11.42	12.43	8.38	5.37	507.2			PAUNINA 7.6	21.4	12.50	5.11	5.59	f 4.36	6.43		1.58
102 P	1.53	10.36		11.52PM	f 12.53	8.47	**5.46**	514.8			MOWICH 4.7	13.8	12.42	5.03	**5.46**	f 4.26	6.31		1.46
102 P	2.00	10.43		12.01AM	1.03	8.54	5.53	519.5			KOTAN 4.5	9.1	12.36	4.57	5.38	4.20	6.23		1.38
102 P	2.07	10.50		12.10	f 1.11	9.02	5.59	524.0			UMLI 4.6	4.6	12.31	4.51	5.32	f 4.13	6.15		1.30
Term. Yd. WOYPBK	2.15AM	11.00AM		s 12.20AM	s **1.20** PM	s 9.10AM	s **6.05** AM	528.6		TO-R	CRESCENT LAKE	0.0	12.25AM	4.45AM	5.25AM	4.05PM	**6.05** AM		**1.20** PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(99.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.15) 30.48	(3.15) 30.48	(2.35) 28.57	(2.40) 37.16	(2.30) 39.64	(2.20) 42.47	(2.05) 47.57				Time over District Average Speed per Hour		(2.00) 49.55	(2.05) 47.57	(2.20) 42.47	(2.30) 39.64	(3.05) 32.14	(2.25) 30.54	(3.10) 31.29

The schedule time of Nos. 386 and 387 at Klamath Falls applies at Telegraph Office.

The schedule time and train orders of first-class trains at Klamath Falls apply at passenger Station.

At Crescent Lake Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

No. 17 reduce speed at Chemult and Chiloquin to dispatch U. S. Mail and Newspapers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
18	Chiloquin	Revenue Pagrs.	Eugene and beyond	Davis and west
18	Any Station	Receive	Where Scheduled to stop	
20	Any Station	Discharge		Davis
20	Algoma Modoc Point Pine Ridge Kirk	Discharge Receive	Eugene	Gerber and west

EASTWARD BLACK BUTTE SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS 624 Freight Leave Daily	FIRST CLASS 8 Shasta Leave Daily	Distance from San Francisco Via Marysville		Time Table No. 158 February 6, 1938 STATIONS	Distance from Ashland	FIRST CLASS 7 Shasta Arrive Daily	THIRD CLASS 623 Freight Arrive Daily
M-27 E-82 Yd W-113 WYP	8.40PM	5.01AM	345.0	TO-R	BLACK BUTTE 2.0	85.3	s 10.39PM	7.30PM
No Siding Spur			347.0 345.8		IGERNA 2.6	83.3		
56-109 Yard WOYPKB	9.45	s 5.17	348.4	TO-R	WEED 5.0	80.7	s 10.22	7.05
50 WYP	**10.07**	s 5.31	353.4	TO	EDGEWOOD 3.7	75.7	s **10.07**	6.45
No Siding P			357.1		METCALF 3.9	72.0		
71 P	10.19	s 5.49	361.0	TO	GAZELLE 8.1	68.1	s 9.49	6.24
61 P	10.31	s 6.01	369.1	TO	GRENADA 6.4	60.0	s 9.34	6.10
66 Yard P	10.43	s 6.17	375.5	TO	MONTAGUE 5.2	53.6	s 9.20	5.56
68 YP	10.53	f 6.26	380.7		SNOWDON 5.5	48.4	f 9.06	5.46
55 P	11.10	s 6.38	386.2		AGER 2.2	42.9	s 8.54	5.29
No Siding P			388.4		THRALL 2.1	40.7		
W No Siding P		f	390.5		KLAMATHON 2.6	38.6	f	
79 Yard WOYP	11.40PM	s 7.05	393.1	TO-R	HORNBROOK 2.5	36.0	s 8.37	5.07
No Siding P			395.6	A.B.S.	PILOT 1.9	33.5		
70 P	12.01AM	f 7.19	397.5		ZULEKA 4.3	31.6	f 8.24	4.47
51 P	12.20	s 7.34	401.8	TO	HILT 1.0	27.3	s 8.13	4.32
No Siding			402.8		COLE 0.8	26.3		
No Siding WP			403.6		ORCAL 3.8	25.5		
60 P	12.44	f 7.48	407.4		GREGORY 2.6	21.7	f 7.59	4.15
69 P	12.54	7.55	410.0		WHITE POINT 2.2	19.1	7.52	3.50
51 TP	1.10	s 8.05	412.2		SISKIYOU 1.9	16.9	s 7.45	3.40
No Siding P			414.1		VIADUCT 1.5	15.0		
No Siding P			415.6		WALL CREEK 1.3	13.5		
No Siding P			416.9		FOLIAGE 2.4	12.2		
59 WP	1.50	f 8.27	419.3		STEINMAN 3.6	9.8	f 7.24	3.10
73 P	2.05	f 8.37	422.9		MISTLETOE 2.6	6.2	f 7.15	2.55
No Siding			425.5		CLAWSON 3.6	3.6		
Term. Yd WOTPBK	2.30AM	s 8.55AM	429.1	TO-R	ASHLAND	0.0	7.00PM	2.30PM
	Arrive Daily	Arrive Daily			(85.3)		Leave Daily	Leave Daily
	(5.50) 14.60	(3.54) 21.87			..............Time over District.............. ....Average Speed per Hour........		(3.39) 23.36	(5.00) 17.16

☞ At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

☞ At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

ADDITIONAL FLAG STOPS TO RECEIVE AND DISCHARGE PASSENGERS

Train	At	Receive and Discharge	To (or Beyond)	From (or Beyond)
7 and 8	Colestin MP 409	Receive and Discharge	Any Station	Any Station

EASTWARD MERRILL SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS 628 Freight Leave Daily	Distance from San Francisco		Time Table No. 158 February 6, 1938 STATIONS	Distance from Klamath Falls	SECOND CLASS 625 Freight Arrive Daily
Yard P		458.8	TO-R	ALTURAS 0.9	98.8	
Term Yd WOYPBK	10.15AM	457.9		ALTURAS YARD 2.0	97.9	7.35PM
66 P	10.20	459.9		JUNIPER 10.7	95.9	7.25
76 P	10.45	470.6		FLETCHER 7.1	85.2	7.00
81 WYP	11.00	477.7	TO	CANBY 7.7	78.1	6.40
79 YP	11.25	485.4		AMBROSE 4.4	70.4	6.05
77 P	11.35	489.8		BOLES 3.8	66.0	5.25
85 Yard WYP	11.45AM	493.6		HACKAMORE 7.2	62.2	5.10
77 P	12.05PM	500.8		MEARES 5.3	55.0	4.40
84 WYP	12.20	506.1		PEREZ 9.3	49.7	4.10
77 P	12.55	515.4		CORNELL 8.9	40.4	3.40
77 WP	1.15	524.3		STRONGHOLD 1.1	31.5	3.15
I No Siding		525.4		Great Northern Ry. Crossing 4.3	30.4	
32 P	1.55	529.7	TO	TULE LAKE 3.5	26.1	3.05
100 P	2.04	533.2		HATFIELD 4.7	22.6	2.57
77 P	**2.45**	537.9	TO	MERRILL 9.2	17.9	**2.45**
77 P	3.05	547.1		STUKEL 8.7	8.7	2.23
Term Yd. WOYTPBK	3.30PM	555.8	TO-R	KLAMATH FALLS	0.0	2.00PM
	Arrive Daily			(98.8)		Leave Daily
	(5.15) 18.66			..............Time over District.............. ....Average Speed per Hour.........		(5.35) 17.54

ADDITIONAL STATIONS:

Spring Lake	M.P. 550.3	Malone	M.P. 536.0
Gem	M.P. 548.1	Tuber	M.P. 527.7
Hosley	M.P. 543.8	Copic	M.P. 520.3
Lost River	M.P. 541.0		

EASTWARD MERRILL SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS 632 Local Freight Leave Tues., Thurs., Sat.	SECOND CLASS 630 Mixed Leave Mon., Wed., Fri.	Distance from San Francisco		Time Table No. 158 February 6, 1938 Lakeview Branch STATIONS	Distance from Lakeview	SECOND CLASS 629 Mixed Arrive Tues., Thurs., Sat.	SECOND CLASS 631 Local Freight Arrive Mon., Wed., Fri.
Yard P	1.25PM	3.25PM	457.8	TO-R	ALTURAS 1.9	54.5	s 11.00AM	12.05PM
		f	459.7		MATTES 7.2	52.6	f	
Spur 6		f	466.9		SURPRISE 11.7	45.4	f	
26-P	2.15	s 4.15	478.6		DAVIS CREEK 2.7	33.7	s 9.40	10.35AM
Spur 24		f	481.3		GARRET 9.9	31.0	f	
10-P	2.45	s 4.45	491.2	TO	WILLOW RANCH 3.9	21.1	s 8.55	10.05
Spur 2		f	495.1		JOFFRE 2.7	17.2	f	
See Note 23-P	3.35	s 5.35	497.8		FAIRPORT 5.7	14.5	s 8.25	9.25
Spur 1		f	503.5		SNELLING 8.8	8.8	f	
Term Yd WYPBK	4.45PM	s 6.45PM	512.3	TO-R	LAKEVIEW	0.0	7.45AM	8.45AM
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.			(54.5)		Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
	(3.20) 16.35	(3.20) 16.35			............Time over District.............. ....Average Speed per Hour.........		(3.15) 16.76	(3.20) 16.35

Siding at Fairport located 1525 feet East of Station.

EASTWARD — Time Table No. 158 — February 6, 1938 — **WESTWARD**

Colusa Branch

Capacity of Sidings and Spurs in Car Lengths		FIRST CLASS 520 Mixed Leave Mon., Friday	Distance from San Francisco		STATIONS	Distance from Wyo	FIRST CLASS 521 Mixed Arrive Tues., Saturday
Yard	PY	9.10AM	108.3	R	HARRINGTON	72.1	s 11.00AM
					4.0		
40		f	112.3		COLLEGE CITY	68.1	f
					3.7		
33		f	116.0		GRAINO	64.4	f
					4.8		
101	W	s 9.45	120.8	TO	GRIMES	59.6	s 10.25
					3.6		
30		f	124.4		SYCAMORE	56.0	f
					4.4		
35		f	128.8		DOLAN	51.6	f
					4.2		
97		s 10.30	133.0	TO	COLUSA	47.4	s 9.50
					10.2		
50		f	143.2		STEGEMAN	37.2	f
					2.7		
39	W	s 11.10	145.9		PRINCETON	34.5	s 9.00
					4.5		
33		s 11.30AM	150.4		CODORA	30.0	s 8.45
					5.2		
64		f	155.6		GLENN	24.8	f
					6.5		
40		f	162.1		ORDBEND	18.3	f
					3.8		
33		f	165.9		ROTAVELE	14.5	f
					4.1		
84	W	s 12.50PM	170.0	TO	HAMILTON	10.4	s 7.50
					10.4		
42	PY	s 1.25PM	180.4		WYO	0.0	7.20AM
		Arrive Mon., Friday			(72.1)		Leave Tues., Saturday
		(4.15) 16.96			Time over District Average Speed per Hour		(3.40) 19.67

Additional Stations: Oak Flat 125.4, Moda 175.2 and Cory 178.6.

Additional Flag Stops to Receive or Discharge Passengers: Nos. 520 and 521, at road-crossing 300 feet west of M. P. 139, 148 f, Moda and Cory.

EASTWARD — Time Table No. 158 — February 6, 1938 — **WESTWARD**

Dantoni Branch

Capacity of Sidings and Spurs in Car Lengths		Distance from San Francisco	STATIONS	Distance from Dantoni	
		139.8	DANTONI JCT.	4.4	
			3.2		
7		143.0	LINDA	1.2	
			1.2		
17		144.2	DANTONI	0.0	
			(4.4)		

EASTWARD — Time Table No. 158 — February 6, 1938 — **WESTWARD**

Fruto Branch

Capacity of Sidings and Spurs in Car Lengths		Distance from San Francisco		STATIONS	Distance from Fruto	
64 WOYBKP		149.9	TO-R	WILLOWS	17.0	
				2.4		
7 Spur		152.3		LOSA	14.6	
				3.5		
20		155.8		KURAND	11.1	
				3.8		
10		159.6		MILLSHOLM	7.3	
				4.0		
9		163.6		ATHENA	3.3	
				3.3		
19 PT		166.9	R	FRUTO	0.0	
				(17.0)		
				Time over District Average Speed per Hour		

EASTWARD — Time Table No. 158 — February 6, 1938 — **WESTWARD**

Sutter Basin Branch

Capacity of Sidings and Spurs in Car Lengths			Distance from San Francisco		STATIONS	Distance from Josephine	
	P		96.5	R	GRACE	20.8	
					0.4		
30	P		96.9		MARCHANT	20.4	
					1.5		
33			98.4		MACKERT	18.9	
					2.0		
39	WP		100.4		ROBBINS	16.9	
					1.3		
33	P		101.7		SEYMOUR	15.6	
					3.4		
55	P		105.1		SUBACO	12.2	
					2.1		
33			107.2		PELGER	10.1	
					2.1		
55	P		109.3		EVERGLADE	8.0	
					1.9		
51	P		111.2		HINSDALE	6.1	
					0.6		
	YP		111.8		SHEFFIELD	5.5	
					1.5		
44			113.3		TISDALE	4.0	
					1.9		
15	(Spur)		115.2		PROGRESS	2.1	
					2.1		
24 35	(Spur)		117.3		JOSEPHINE	0.0	
					(20.8)		
					Time over District Average Speed per Hour		

EASTWARD — Time Table No. 158 — February 6, 1938 — **WESTWARD**

Sutter Basin Branch

Capacity of Sidings and Spurs in Car Lengths			Distance from San Francisco	STATIONS	Distance from Karnak	
30	P		96.9	MARCHANT	2.5	
				0.7		
26			97.6	ENSLEY	1.8	
				1.8		
5	P		99.4	KARNAK	0.0	
				(2.5)		
				Time over District Average Speed per Hour		

EASTWARD — Time Table No. 158 — February 6, 1938 — **WESTWARD**

River Farms Branch

Capacity of Sidings and Spurs in Car Lengths		Distance from San Francisco	STATIONS	Distance from Boyer	
		93.5	KNIGHTS LDG. JCT.	13.8	
			2.8		
Spur 16		96.3	EASTHAM	11.0	
			2.9		
22		99.2	AYRSHIRE	8.1	
			3.2		
Spur 68		102.4	TYNDALL	4.9	
			3.7		
19Y		106.1	JIMENO	1.2	
			1.2		
Spur 14		107.3	BOYER	0.0	
			0.9		
			END OF TRACK		
			13.8)		

EASTWARD — Time Table No. 158 — February 6, 1938 — **WESTWARD**

Walnut Grove Branch

Capacity of Sidings and Spurs in Car Lengths			Distance from San Francisco		STATIONS	Distance from Isleton	
Term. Yard WOTYPBK			88.8	TO-R	SACRAMENTO	32.4	
					0.5		
Yard			89.3		S. N. R. R. Crossing	31.9	
					0.3		
Yard	P		89.6		JCT. SWITCH, R STREET	31.6	
					2.2		
Yard			91.8		BATHS	29.4	
					2.4		
60			94.2		DEL RIO	27.0	
					3.3		
60			97.5		FREEPORT	23.7	
					7.8		
60	P		105.3		HOOD	17.3	
					4.0		
55			107.9		LAMBERT	13.3	
					3.3		
44			111.2		MOFUBA	10.0	
					2.2		
Yard 61	PWY		113.4	TO	WALNUT GROVE	7.8	
					7.8		
Yard	PWBY		121.2	TO-R	ISLETON	0.0	
					(32.4)		
					Time over District Average Speed per Hour		

Additional Stations: Charles Mile Post 93.0, Pocket 96.4, Content 98.9, Cronin 100.1, Mosher 100.9, Acacia 102.6, Rosebud 103.3, Locke 112.6.

EASTWARD — Time Table No. 158 — February 6, 1938 — **WESTWARD**

Stirling City Branch

Capacity of Sidings and Spurs in Car Lengths		FIRST CLASS 526 Mixed Leave Mon., Friday	Distance from San Francisco		STATIONS	Distance from Stirling City	SECOND CLASS 527 Mixed Arrive Tues., Saturday
Yard OYWBKP		1.15PM	184.2	TO-R	CHICO	31.2	s 10.40AM
					2.4		
			186.6		S. N. R. R. Crossing	28.8	
					2.7		
		f	189.3		DREDGE	26.1	f 10.20
					3.3		
18		f 1.50	192.6		CROUCH	22.8	s 10.00
					5.6		
21	WP	s 2.20	198.2		PARADISE	17.2	s 9.30
					5.0		
12		s 2.50	203.2		MAGALIA	12.2	s 9.05
					3.0		
3	P	s 3.10	206.2		APPLETON	9.2	s 8.50
					3.8		
10 (Spur)	WP	s 3.30	210.0		DOON	5.4	s 8.30
					5.4		
PY	Yard	s 4.00PM	215.4	R	STIRLING CITY	0.0	8.00AM
		Arrive Mon., Friday			(31.2)		Leave Tues., Saturday
		(2.45) 11.35			Time over District Average Speed per Hour		(2.40) 11.70

Additional Flag Stops to Receive or Discharge Passengers: Nos. 526, 527, Barber (Chico yard), Oakdale Farms, Ostrander, Wagstaff, Optimo, Bush and Luce.

Additional Stations: Barber 185.1, Oakdale Farms 196.6, Ostrander 199.6, Wagstaff 200.2, Optimo 202.2, Bush 203.9, Luce 207.1.

Emergency water supply, Stirling City.

SACRAMENTO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 158

February 6, 1938

Knights Landing and Oroville Branches

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS 512 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Oroville	THIRD CLASS 513 Mixed Arrive Daily Ex. Sunday
IBKPW Yard 107	4.20AM	84.9	TO-R	WOODLAND 2.3	63.0	s 10.30AM
16	f	87.2		GARIO 0.5	60.7	f
23	f	87.7		SUGARFIELD 2.4	60.2	f
31	f	90.1		CURTIS 3.9	57.8	f
25 P	s 5.00	94.0	TO	KNIGHTS LANDING 2.5	53.9	s 10.00
P	f	96.5	R	GRACE S. P. Crossing 0.9	51.4	f
2 Spur	f	97.4		BYPASS 7.8	50.5	f
65	f	105.2		CHANDLER 2.3	42.7	f
29	f 5.35	107.5		MARCUSE 3.9	40.4	f 9.20
19 W	f	111.4		TUDOR 1.0	36.5	f
8	f	112.4		ABBOTT 3.4	35.5	f
31	f	115.8		OSWALD 1.9	32.1	f
43	f	117.7		BOGUE 2.7	30.2	f
19 PI	s 6.15	120.4		YUBA CITY S. N. R. R. Crossing 1.4 W. P. R. R. Crossing	27.5	s 8.45
		121.8		E STREET, MARYSVILLE 0.9	26.1	
Yard WPYOIBK	s 6.30AM	122.7	TO-R	MARYSVILLE 8.0	25.2	8.30AM
19		130.7		RAMIREZ 4.3	17.2	
15 P		135.0		HONCUT 6.6	12.9	
14		141.6		HEARST 0.9	6.3	
35 P		142.5		PALERMO 2.5	5.4	
27		145.0		VILLA VERONA 2.9	2.9	
Yard WTPK		147.9	TO-R	OROVILLE	0.0	
	Arrive Daily Ex. Sunday			(63.3)		Leave Daily Ex. Sunday
	(2.10) 17.45			……Time over District…… ……Average Speed per Hour……		(2.00) 18.90

SACRAMENTO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 158

February 6, 1938

Fair Oaks Branch

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco		STATIONS	Distance from Fair Oaks
35 P	104.4	R	CITRUS 1.9	1.9
Yard 15 P	106.3	TO-R	FAIR OAKS	0.0
			(1.9)	
			……Time over District…… ……Average Speed per hour……	

EASTWARD — WESTWARD

Time Table No. 158

February 6, 1938

Lake Tahoe Branch

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco		STATIONS	Distance from Lake Tahoe
P K Term. Yard	208.1	TO-R	TRUCKEE 6.6	14.5
18 P	214.7		BIG CHIEF 7.9	7.9
Term. Yard P	222.6	R	LAKE TAHOE	0.0
			(14.5)	
			……Time over District…… ……Average Speed per Hour……	

Additional Stations—Knights Landing-Oroville Branches:

Laugenour, 89.4
Coranco, 92.4
Vernon, 98.7
Lee, 102.7
Messick, 114.5
Binney Junction Tower, 122.7
Mello, 126.5
Coxlane, 139.2

Saccarus, 89.7
Cunard, 96.1
Coulter, 101.8
Wilson, 109.2
Mission, 131.8
Baggett, 146.5

Additional Flag Stops to Receive or Discharge Passengers:

Nos. 512 and 513

Laugenour
Saccarus
Coranco
Cunard
Vernon

Coulter
Lee
Wilson
Messick

SACRAMENTO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 158

February 6, 1938

Placerville Branch

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS 518 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 298 Motor Leave Daily	Distance from San Francisco		STATIONS	Distance from Placerville	FIRST CLASS 299 Motor Arrive Daily	THIRD CLASS 519 Local Freight Arrive Daily Ex. Monday
WOTYPBK Yard	Via Elvas	Via Elvas	88.8	TO-R	SACRAMENTO 5.9	59.9	Via Elvas	Via Elvas
89 WP	5.50AM	s 4.13PM	94.7	R	BRIGHTON 1.2	54.0	s 8.05AM	11.50AM
29	5.55	s 4.16	95.9		PERKINS 1.6	52.8	s 8.02	11.40
9		f	97.5		MANLOVE 1.4	51.2	f	
81	6.05	f 4.21	98.9		MAYHEW 1.8	49.8	f 7.56	11.25
8		f	100.7		ROUTIER 0.9	48.0	f	
22	6.20	s 4.26	101.6	TO	MILLS 1.8	47.1	s 7.50	11.15
35	6.30	f 4.30	103.4		MATHER 1.0	45.3	f 7.46	11.05
35 P	6.50	s 4.32	104.4	R	CITRUS 3.0	44.3	f 7.44	11.00
18		f 4.37	107.4		NIMBUS 0.9	41.3	f 7.38	10.15
31	7.17	f	108.3		ALDER CREEK 1.8	40.4	f 7.36	
25	**7.33**	s 4.43	110.1		NATOMA 1.0	38.6	s **7.33**	10.00
25 WY	8.30	s 4.48	111.1	TO-R	FOLSOM 0.2	37.6	s 7.30	9.50
5 (Spur)			111.3		NAGLE 6.7	37.4		
9	**9.10**	f 5.06	118.0		WHITE ROCK 8.1	30.7	f 7.12	**9.10**
15	9.50	f 5.27	126.1		LATROBE 5.3	22.6	f 6.53	8.35
6	10.20	f 5.43	131.4		DUGAN 0.3	17.3	f 6.41	8.10
4 (Spur)			131.7		BULLARD 5.2	17.0		
27 W	11.20AM	s 5.58	136.9		SHINGLE SPRINGS 5.8	11.8	s 6.28	7.45
32	12.01PM	s 6.16	142.7		EL DORADO 2.3	6.0	s 6.14	7.20
23	12.30	s 6.24	145.0	TO	DIAMOND SPRINGS 3.7	3.7	s 6.09	7.00
Yard WTK	1.00PM	s 6.35PM	148.7	TO-R	PLACERVILLE	0.0	6.00AM	6.30AM
	Arrive Daily Ex. Sunday	Arrive Daily			(59.9)		Leave Daily	Leave Daily Ex. Monday
	(7.10) 7.53	(2.22) 22.82			……Time over District…… ……Average Speed per Hour……		(2.05) 25.92	(5 20) 10.12

Additional Stations

Ramona, 95.5
Brown, 97.0
Alden, 98.0
Bradshaw 99.8
Boyd, 100.3
Soudan, 103.7

Salsbury, 105.2
Prattrock, 111.4
Malby, 119.4
Harvey, 121.7
Cothrin, 123.1

Swift, 127.8
Brela, 128.1
Brandon, 129.8
Bennett, 134.0
Apex, 147.7

Additional Flag Stops to Receive or Discharge Passengers:

Nos. 298 and 299

Brown
Malby
Harvey
Bradshaw

Salsbury
Alden
Prattrock
Ramona

Soudan
Cothrin
Bryants Crossing

Crossing 141-C
Flonellis
Brela

Brandon
Bullard
Bennett
Cummings and Apex

SACRAMENTO SUBDIVISION

SACRAMENTO YARD—OUTBOUND, VIA ELVAS TO BRIGHTON

Time Table No. 158

February 6, 1938

SACRAMENTO YARD—INBOUND, VIA ELVAS FROM BRIGHTON

Terminal Yard	SECOND CLASS 518 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 60 West Coast Leave Daily	FIRST CLASS 235 Passenger Leave Daily	FIRST CLASS 298 Motor Leave Daily	FIRST CLASS 231 Passenger Leave Daily	Distance from San Francisco		STATIONS		Distance from End of Division	FIRST CLASS 299 Motor Arrive Daily	FIRST CLASS 59 West Coast Arrive Daily	FIRST CLASS 234 Passenger Arrive Sunday and Holidays	FIRST CLASS 232 Passenger Arrive Daily Ex. Sunday & Holidays	FIRST CLASS 282 Passenger Arrive Daily	THIRD CLASS 519 Local Freight Arrive Daily Ex. Monday
Yard		7.30PM	4.45PM	4.00PM	8.25AM	88.8	A. B. S.	TO-R SACRAMENTO (Passenger Station) 1.0	Double Track	7.0	s 8.20AM	s 9.00AM	12.35PM	s 12.40PM	s 10.00PM	
Yard	5.30AM					89.8		TO-R SACRAMENTO (12th Street) 2.0		6.0						12.15PM
Yard I	5.40	7.40	4.55	4.07	8.35	91.8	Interlocking	ELVAS 3.0		4.0	8.10	8.45	12.25	12.30	9.50	12.01PM
Yard I	5.50AM	7.45PM	5.00PM	s 4.13PM	f 8.40AM	94.8	R	BRIGHTON 1.0		1.0	8.05AM	8.35AM	12.20PM	12.25PM	f 9.45PM	11.50AM
I						95.8		END OF SAC'TO DIV.		0.0						
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(7.0)			Leave Daily	Leave Daily	Leave Sunday and Holidays	Leave Daily Ex. Sunday & Holidays	Leave Daily	Leave Daily Ex. Monday

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward.
Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.

Holidays indicated are:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

RULE 2. Authorized Watch Inspectors:
San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.

Sacramento	H. T. Harger 1022 K St.	Chico	J. R. Dupen
Roseville	H. T. Harger	Red Bluff	G. C. Wilkins & Son
Sparks	W. R. Adams & Son	Redding	F. R. Dobrowsky
Placerville	Leo C. Burger	Dunsmuir	H. E. Voorhies
Willows	Robt. E. Boyd	Weed	Marion Dayley
Orland	L. Schnell	Ashland	F. Slade Songer
Oroville	R. A. Williams	Klamath Falls	F. W. Bertram
Marysville	Milton Haney	Alturas	Wm. Mayben

RULES 10 (G) and 10 (H). On double track between Sparks and east end of tunnel No. 41, signals, except fixed signals used by trackmen, will be placed on right of track in direction of movement.

RULE 10 (J). A new type round slow board, painted yellow, has been adopted, which by black figures indicates the speed restrictions applying to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, when those trains consist of streamlined cars and diesel power unit.

The speeds indicated by white oval slow boards apply to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, unless a new type round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 11. Between Gold Run and Truckee, from November 1st to May 1st, a train finding a fusee burning on or near track must stop and run with caution not exceeding fifteen M.P.H. for a distance of one-half mile. This restriction will not apply to track on which train is running if fusee is displayed beyond first rail of the adjoining main track.

RULE 14. Light engines arriving Dunsmuir from East, desiring to enter roundhouse lead, will sound whistle signal as follows: “Short, long, two short.”

RULE 14 (d). As specified below, four long, one short, sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99.

Tehama on Davis-Gerber Line.

Siskiyou Line trains to recall flagman between Junction Switch Black Butte and Weed, and Modoc Line trains to recall flagman between Stukel and Klamath Falls.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Tehama Line.
Brighton on Sacramento-Placerville Line.
Davis on Davis-Gerber Line.
Oroville on Swayne Lumber Co. Logging Road.

Siskiyou Line trains to recall flagman between Junction Switch Black Butte and Weed, and Modoc Line trains to recall flagman between Stukel and Klamath Falls.

RULE 14 (1). Westward trains and light engines will sound crossing whistle signal immediately after emerging from west portal of Tunnel No. 6.

RULES 17 and 19. Night signals must be displayed through tunnels and sheds.

Streamliner CITY OF SAN FRANCISCO equipped with two red bull’s eye lights countersunk nearly flush with roof of rear car. Lights burn continuously and serve as markers.

RULE D-71 and RULE 72. Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Brighton to Roseville, will move irrespective of time-table superiority when moving with the current of traffic.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated will register.

Sacramento, 12th St.—Eastward first-class trains; trains originating and terminating and Western Division eastward trains except first-class and passenger extras.

Brighton—Regular trains via Placerville Branch.
Newcastle No. 210.
Truckee—First class trains and trains originating and terminating.

Colfax Chico Marysville Harrington Willows Orland Chemult	Trains originating and terminating.

Woodland—all trains except No. 19.
Alturas Yard—Trains originating and terminating, register at Alturas.

Two train registers will be maintained at Dunsmuir Yard, one for the Redding and one for the Black Butte subdivisions.

Only trains originating and terminating will register at Dunsmuir (passenger station).

Registration arrival of westward first-class trains and departure of eastward regular trains originating at Dunsmuir (passenger station) will be transmitted by telephone by the operator at Dunsmuir (passenger station) to the operator at Dunsmuir Yard, who must enter same on the Black Butte subdivision register. Operators will use care in proper transmission and entry, which must be verified by the operator at Dunsmuir Yard repeating the registration to operator at Dunsmuir (passenger station).

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Sacramento, 12th St.—Eastward First-class trains.
Roseville Psgr. Station—First-class trains.
Truckee—First-class trains.
Woodland—Nos. 8, 17, 18, 23 and 24.
Klamath Falls—Westward Great Northern R.R. trains.
Crescent Lake—Nos. 17, 23 and 24.
Black Butte—All trains.
Dunsmuir Yard.—First-class trains and eastward trains terminating at Dunsmuir Yard and tied up at Dunsmuir (passenger station).

Folsom—Register at Junction Switch. Trains required to go to Folsom will on return to the Junction, register the same information as shown on register at Folsom.

RULE 83 (C). Regular trains appearing on Black Butte subdivision register at Dunsmuir Yard need not be again checked at Dunsmuir (passenger station).

RULE 83 (D). Western Division trains originating Roseville, via Elvas and Brighton, will obtain separate Sacramento and Western Division clearances.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned “Signals”. When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned “Signals”.

RULE 93. Yard limits are established at:

Truckee
Emigrant Gap
Colfax
Newcastle
Oroville
Chico
Davis
Willows
Orland
Folsom
Placerville
Walnut Grove
Isleton
Woodland
Red Bluff
Redding
Black Butte
Weed
Montague
Hornbrook
Ashland
Mt. Hebron
Kirk
Crescent Lake
Hackamore
Lakeview

Sacramento—Between a point 1,000 feet east of Benali to a point ¼ mile west of west switch Mikon, to a point 1,000 feet west of west switch at Polk on Stockton Line, to a point 1,000 feet east of Junction switch Brighton on Placerville Line, to a point 3½ miles east of Junction switch, R Street, on Walnut Grove Line.

Roseville—Between a point 4,000 feet west of west switch Antelope, to a point one mile east of Junction switch on Roseville-Tehama Line, to a point 1,000 feet east of east switch at Rocklin, on No. 4 track and to a point 1,000 feet east of crossover on Nos. 1 and 2 tracks.

Eastward freight trains entering Roseville Yard must not pass Dry Creek without receiving proceed signal (green flag by day, green light by night).

Trains and engines, except regular passenger trains, arriving Roseville from the east via Sparks-Roseville line must not pass Lincoln Street, Roseville, without receiving proceed signal (green flag by day, green light by night).

Trains and engines, except regular passenger trains, arriving Roseville, from the east via Tehama-Roseville line, must not pass Lincoln Street, Roseville, without receiving proceed signal (yellow flag by day, yellow light by night).

Auburn—On No. 1 track—From a point one mile east of east switch Auburn to a point 3,200 feet west of west switch Flint.

Lake Tahoe—From a point 1,000 feet west of west switch Moss Hills.

Marysville—Between a point 1,000 feet west of Rupert Spur, and including Dantoni Branch, to a point 1,000 feet east of 143-D, to a point 9,240 feet east of Binney Jct. switch on Woodland-Oroville Line, to a point 1,000 feet west of west switch of cannery track Yuba City. This includes E and A Street cut-off.

Gerber—Between a point 80 feet east of east switch of house track at Tehama and a point 1,340 feet east of east switch Proberta.

Sparks (Salt Lake Div.)—Between a point one and one-half miles west of Reno to a point 2,700 feet east of east switch Sparks.

Ordinarily, freight trains from Sacramento Division enter Sparks freight yard at crossover switch just west of 17th Street and must approach this switch prepared to stop unless route lined and signals indicate proceed.

Klamath Falls—Between a point 1,004 feet west of west switch siding Texum on Cascade Line and a point 200 feet east of M.P. 552 on Modoc Line and a point 1,185 feet east of east switch siding Chelsea.

Movements of Great Northern R.R. trains and engines at Klamath Falls between initial switch east end of yard and Junction switch of Great Northern R.R. will be directed by yardmaster.

Dunsmuir Yard—Between a point 637 feet west of west switch siding Castle Crag and a point 1,604 feet east of east switch siding Small.

Westward trains, except first-class, must not pass switch located at signal 3225 east end of Dunsmuir; eastward trains, except first-class, must not pass switch located at signal 3202 west end of Dunsmuir yard, unless letter “M” proceed indication located on mast of signal 3198 or proceed signal from yardman received, and westward trains, except first-class, must not pass switch located at signal 3213 just east of yard office east end of Dunsmuir Yard without instructions from Yardmaster or proceed signal from yardman, green flag by day, green light by night.

Alturas—Between a point 2,766 feet west of west switch Paola and a point 3,482 feet east of east switch siding Juniper, to a point 2,084 feet east of east switch siding Mattes on Lakeview Branch.

Chiloquin—Pine Ridge—Between a point 5,000 feet west of west switch Chiloquin and a point 5,000 feet east of east switch Pine Ridge.

RULE D 97 (A). Will apply between Sacramento and Sparks.

RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED

RULE 98. Sacramento River at Knights Landing. Trains must not stop on drawbridge or within 200 feet of bridge before crossing.

Sacramento River at Tehama.

Southern Pacific trains must approach Western Pacific R. R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines must stop and ascertain that crossing is clear before proceeding.

Trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing Front and R Streets Sacramento before crossing.

Movements of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

Southern Pacific trains moving on Front St., Sacramento and yard engines switching on Front Street must stop before reaching the crossings at Front and M Streets, and proceed on hand signals from flagman on the ground at the crossing, a green flag by day and a green light by night. Sacramento Northern trains must stop before reaching the crossing and proceed on signal from the flagman on platform of watchman’s shelter, yellow flag by day and yellow light by night.

Trains and engines must stop before crossing Sacramento Northern tracks at 31st and “R” Streets, Sacramento.

Trains must stop within 200 feet of Sacramento Northern crossing at Yuba City.

Trains must pass over Southern Pacific crossing at Grace with caution.

Trains must pass over Sacramento Northern crossing 9th Street, Chico, with caution.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

RULE 99. When torpedoes are used at any time between Blue Canon and Stanford, and at any point during snow storm or when snow on rails, each torpedo placed will be duplicated on opposite rail.

RULE 102. The following rules will govern the handling of a passenger train which has parted on grade between Black Butte and Ashland: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes set on detached portion starting at rear and head end, turning up retainers on all cars as hand brakes are being set. Air brakes must immediately be fully charged on detached portion by using air hose carried in baggage car for that purpose. If for any reason detached portion cannot be recharged immediately, or if necessary to leave rear portion standing, rear truck of detached portion must be chained to rail in such manner as to derail cars should they start. Attempt must not be made to couple to detached portion until brake pipe has been fully charged and chain removed. After the train has been coupled, air must be applied from engine before hand brakes and retainers are released.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains and engines must stop and be preceded by flagman before crossing highway at

Isleton Wharf.
Clayton.
Marysville—Old Cannery Track—4th St.
Wilson—Wilson Road.
Woodland—Main St., House track.

RULE 104. The normal position of switches at end of double track and at junctions will be as follows:

Jct. Switch R St...	For Walnut Grove Branch.
Verdi..............	Crotch switch at east end of Verdi center siding will be mechanically locked by the derail which must be open before crotch switch can be operated.
Black Butte........	Junction switch 1200 feet west of train-order office, for Cascade line. Switch on Siskiyou Line Main track 443 feet east of Junction switch is for track leading to west siding.
Klamath Falls.....	Great Northern R. R. Junction switch M.P. 428.4—2773 feet east of west switch of yard, for Southern Pacific main track. Cascade line and Modoc line Junction switch 1000 feet west of M.P. 428, for Cascade line. Modoc line main track parallels south side of Cascade line main track from a point at Cascade line M.P. 427.023 and Modoc Line M.P. 553.2 to Cascade line M.P. 427.786.
Chemult...........	Junction switch Great Northern R. R. in siding 130 feet east of west switch, for Southern Pacific track.
Alturas Yard.......	Junction switch of Lake View Branch and Modoc Line main track 480 feet west of M.P. 458 for Modoc Line.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner **CITY OF SAN FRANCISCO** No. 101 and No. 102.

RULE 105. Following tracks are designated for use as sidings:

Redding—East siding is first track from main track eastward and continues to overhead bridge at North St. West siding is first track from main track westward 450 feet west of water column.

Weed—Siding located east of station building on opposite side of main track.

Black Butte—Track extending from connection at east end of east leg of wye to east end of yard will be known as East siding. Track extending from west end of yard to connection with Siskiyou Line main track, 1,000 feet east of Train Order Office, will be known as West siding. Track extending from connection at east end of east leg of wye to connection with Siskiyou Line main track, 800 feet east of east water column, will be known as Middle siding.

Westward freight trains taking siding at Grass Lake, stop east of west switch house track. East and west house track switches Grass Lake normally lined for legs of wye.

When a westward train is holding main track at Siskiyou to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

Westward trains receiving an order to meet an opposing train on track known as turntable lead at Siskiyou (this track is on south side of main track used by helper engines moving to and from turntable) must not pass signal 4125 until it is known that opposing train has passed signal 4112 at west end of tunnel 13.

Eastward trains or engines will leave turntable lead at east switch located 200 feet west of Signal 4124.

Normal position west switch siding at Midas lined for lead to No. 1 track.

Eastward freight trains with helpers to cut at Norden will take siding. Westward freight trains with helpers to cut at Summit will take upper siding.

Westward trains via Brighton having cars to set out at Elvas will use east end of center siding, using crossover switch near road crossing.

Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at crossover switch near road crossing.

Harrington—West end of siding west of cross-over is westward siding and east end east of cross-over is eastward siding. Junction switch at cross-over.

Wyo—Track 2 of the two tracks paralleling main track, is siding.

Eastward trains taking siding at Marysville, will use cross-over just west of west water column.

RULE D-152. Does not apply between 15th Street and Sacramento River Bridge, Sacramento, and between Yosemite Street first road crossing east of Roseville passenger station and crossover at Dry Creek west of Roseville.

RULE 206 (A). Clearance dated at Alturas will authorize No. 628 at Alturas Yard.

It will not be necessary for No. 291 to obtain clearance at Tehama, No. 521 at Wyo, No. 520 at Harrington, No. 527 at Stirling City, No. 606 at Reno.

RULE 221. Train order signal at Emigrant Gap and Norden are light type signals identified by an illuminated sign (Train Order Signal) on the signal mast.

When a train reaches a point approximately 200 feet from signal, if no train orders, light will change from "stop" to "proceed."

If signal is first seen at "Proceed" indication, clearance must be obtained.

First-class trains will not obtain clearance at Dunsmuir Yard. Eastward trains originating at Dunsmuir Yard need not obtain clearance at Dunsmuir (passenger station).

Light will not be displayed in train order signal at Willow Ranch except when train orders are to be delivered.

Trains must obtain clearance before leaving Folsom and Fair Oaks when such stations are open train-order offices. Extra trains not routed via Folsom or Fair Oaks will not go to or obtain clearance at those stations.

RULE 221 (A). It is unnecessary for train dispatcher to O. K. a clearance and operator to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance reading:

"OK at.............M.............Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operator must repeat address and order numbers and obtain train dispatcher's OK before the orders are delivered.

RULE 825. Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

Track between station and Stirling City main track at Chico must be kept clear of cars.

House track at Bray, and storage track at Grass Lake must be left clear for meeting or passing of trains.

INSTRUCTIONS FOR SETTING HAND BRAKES AT:

DUNSMUIR AND DUNSMUIR YARD

Passenger Trains.........	Two brakes on east end. Three brakes on west end.
Freight Trains...........	Ten brakes on west end. Ten brakes in center of train. Five brakes on east end.

ASHLAND

Passenger Trains.........	Two brakes on east end.
Freight Trains...........	Five brakes on east end. Five brakes on west end.

KLAMATH FALLS

Passenger Trains.........	Two brakes on west end. Two brakes on east end.
Freight Trains...........	Five brakes on west end. Five brakes on east end.

Hand brakes on freight trains must be set with the assistance of a brake club after train has stopped. Any employee releasing any of these brakes, must set as many others to replace them.

Engines must not be cut off freight trains at Dunsmuir, Dunsmuir Yard, Klamath Falls or Ashland until sufficient hand brakes are set to secure train and yard air must not be coupled into train until engine is cut off.

On arrival at Siskiyou, on westward trains, hand brakes must be set ahead of helper engine before cutting off and on rear portion of train when backing down to cut out helper.

RULE 829. Westward freight trains stopping at Chico to perform switching or to take water, must stop east of Sacramento Avenue, or cut train at that point to permit the passage of traffic over tracks.

RULE 834. Open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when such lading projects above sides and end walls of car, must not be placed in train next to cab of mallet engines.

RULE 836. Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

RULE 862. Trainmen arriving Gerber on first-class trains will remain on duty and protect their train until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved.

RULE 869. Descending Steep Grades.

This applies between Edgewood and Black Butte. Snowdon and Ashland. Grass Lake and Delta. Ambrose and Canby.

Rear brakemen on freight trains descending grades between Black Butte and Edgewood, Snowdon and Ashland, Grass Lake and Dunsmuir will observe track from rear of caboose so train may be stopped in event of derailment. Dietz lantern placed on rear of caboose will be used at night to assist in observing track. On four brakemen trains, fourth brakeman will be stationed near emergency hose on train, swing brakeman will ride cupola of caboose to watch train and for signals. This will not interfere with other assignment of brakemen by Conductor should necessity require it. In the absence of brakeman in cupola, Conductor must devote as much time as possible to watch train.

Freight brakemen are not required to be on top of their train descending grade between Andover and Emigrant Gap.

On freight trains between Emigrant Gap and Andover member of train crew must observe track from rear of caboose, that train may be brought to stop promptly in event of derailment.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

Block signals in addition to those included within the brackets shown on schedule pages are as follows:

On westward freight track from signal 891 at 7th Street to Sacramento River Drawbridge. On eastward freight track 300 feet east of drawbridge to drawbridge. On eastward and westward passenger tracks 300 feet east of drawbridge to drawbridge. On Front Street 350 feet each side of eastward and westward main track.

At Sacramento, the two center tracks, for entering and leaving Sacramento passenger station, are equipped with automatic signals between 6th and 7th Street switchtender's stations. Rule 509 as applied to single track governs. Signal 889 will display green indication for direct movement to 6th Street switchtender's station, and yellow indications for crossover movement to 6th Street switchtender's station.

Eastward freight track between automatic signal 350 feet east of Sacramento River Drawbridge to signal 890 at 7th street is not protected with block signals. All trains will proceed with caution.

On No. 1 track between Newcastle and Loomis and on No. 4 track between Rocklin and Loomis. Rule 509. single track will apply.

At Sparks, semaphore signal 2452 on signal bridge governs main track movements on eastward main track. Lower arm of semaphore signal 2452 on signal bridge governs diverging route movement from eastward main track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track.

Eastward main track Sparks, from 400 feet east of engine lead switch to dispatcher's office not protected by block signals. From dispatcher's office to dwarf signal 2459 on westward main track, not protected by block signals.

Dwarf light signal 2455 governs movement from engine lead to eastward main track. When this signal indicates stop, engine, after stopping at signal, may proceed on hand signal from herder, who must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

Trains or engines stopped by signals 2134 or 2141 at Gerber; 3208, 3209 or 3210 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 4288, 4293 or 4297 at Ashland; 4292, 4293 or 4295 at Klamath Falls, may proceed with caution, not exceeding 12 M.P.H.

Routing arm in proceed position on signal 4112 west of Siskiyou, authorizes train to proceed and enter siding.

RULE 509 (e). When necessary to send flagman through tunnel 13, at Siskiyou, train must wait until flagman calls on telephone from opposite end of tunnel.

That portion of Rule 509 (e) reading: "...and the intervening track is seen to be clear..." is interpreted as referred to the track being clear of locomotives and/or cars.

RULE 511. Within block signal limits, after switches of a crossover are thrown, wait three minutes before crossing over, unless block signals protecting the movement can be seen in stop position not less than one-half mile distant.

RULE 516. Overlap posts are located at:

Eastward Trains—Dunsmuir Yard—515 feet west of signal 3210.
White Point—1,000 feet west of signal 4104.
Viaduct—Fouling point west end of siding.
Wall Creek—Fouling point west switch.
Leaf—Fouling point west switch.
Texum—Near middle of yard.
Live Oak—100 feet west of Station.
Tehama—2,000 feet east of junction switch.

Westward Trains—Wall Creek—Fouling point west switch.
Pine Ridge—Near middle of yard.
Somerset—Middle of yard.
Wyo—1,000 feet west of east switch of siding.

SPECIAL SIGNALS

Movements over crossing at Front Street, just east of the Sacramento River drawbridge, are controlled by derails and light type signals, as follows:

On westward freight track, by derail located 300 feet from Front Street crossing and two-indication light type signal located 50 feet from derail.

On eastward freight track, by two-indication light type signal, located 350 feet from Front Street crossing.

On westward passenger main track by three-indication light type signal, 350 feet from crossing.

Green indication governing movement of westward trains straight through on westward main track.

Yellow indication governing movement through crossover to eastward passenger main track.

Movements on Front Street across eastward and westward main tracks are governed by derails located approximately 90 feet from main track and by two-indication light type signals located ten to thirty feet in rear of derail.

Derails and signals, except derail on westward freight track (which is operated by signal operator on drawbridge) are operated and controlled by switch tender at Front Street crossing.

If signals do not indicate Proceed, Rule 663 will apply.

A block signal with a triangular number plate is actuated by some special protective device and special action is required when signal indicates "Stop."

The following block signals have included in their control limits some special protective device. When these signals indicate "Stop", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding.

ROSEVILLE-SPARKS

Westward Trains Signals		Eastward Trains Signals
2239	Track opposite slide fence Floriston	2220
	Special Slide Signal, light type, located on westward track opposite Floriston Station indicates condition of slide fence only, not connected to track.	
2015	Snow shed Andover M.P. 201.2 (Fire protection)	2012
2013	Snow shed Andover M.P. 201.2 (Fire protection)	2010
1789	Track opposite slide fence between old highway crossing and east switch Crystal Lake	1780
	Track opposite slide fence around Tunnels 33 and 34	1438

ROSEVILLE-TEHAMA

1319	Bridge over Dry Creek M.P. 129.5 east of Wheatland	1292
1371	Bridge over Clark's Slough M.P. 137.08 east of Ostrom	1344
1927	Bridge at M.P. 191.83 east of Nord	1906

TEHAMA-DAVIS

1781	Bridge over Rico Creek M.P. 176.21 west of Corning	1756
1381	Bridge at M.P. 137.44 west of Delavan	1354
1201	Bridge at M.P. 118.88 east of Genevra	1178

DUNSMUIR-KLAMATH FALLS

3547	Dry Canyon Bridge M.P. 353.35	3528

Light signals govern movement against the current of traffic on No. 2 track from crossover Emigrant Gap to west limits Norden interlocking plant and from east limits Norden interlocking plant to Andover. On No. 1 track from Andover to east limits Norden interlocking plant and from west limits Norden interlocking plant to crossover Emigrant Gap, mile post 171.5.

When these signals indicate "stop," trains moving against the current of traffic on No. 1 or No. 2 track Rule 509, single track, will apply.

Additional light signals mounted on the masts of the following interlocking signals at Norden.

On signal mast of eastward signal located at Norden station on No. 2 track governing movement into eastward siding.

On signal mast of eastward signal located on eastward siding at east end of concrete shed governing movement over switch to turntable.

On signal mast of eastward signal located on eastward siding at west switch of crossovers governing movement on crossover.

Normal indication of these signals DARK. Proceed with caution, indication will be given by a flashing yellow light. This will indicate that interlocking signals are in stop position; that switches are lined and movement may be made to couple to cars or engines on siding without calling towerman on telephone.

Light type dwarf signals and switch indicators governing westward movement from center sidings to No. 1 track are located at

West End Center Siding Troy (Signal 1857).
" " " " Crystal Lake (Signal 1779).
" " " " Midas (Signal 1603).

Normal indication of these signals DARK. Stop indication will be displayed after derails are closed. Proceed indication will be displayed when derails and switches are lined for movement and block is unoccupied.

Should these signals fail to indicate proceed wait four minutes for time element relay to function, which will be effective when main track approach circuit is occupied. After operation of time element relay if signals fail to indicate proceed, Rules 509 and 99 apply.

Disc signals located at west switch Colfax, controlled by operators, will govern movement of eastward trains as follows:

When showing yellow disc or yellow light; take siding.

When showing white disc or green light, proceed, if train orders or schedule permits.

Light signal on mast of signal 1427 east of Colfax, controlled by operators. Indications are given by illuminated letters and figures as follows:

M—Hold main track.
X—Use crossover to roundhouse.
3—Take No. 3 siding at crossover east of road crossing.
4—Take No. 4 siding at east switch.
No light—Proceed, on time table or train order authority.

Light signal at yardmen's station opposite yard office Roseville is used by yardmen to give proceed signal to westward freight trains from Sparks-Roseville line to enter yard. Indications as follows:

No light—Stop and stay clear of Yosemite Street crossing.
Flashing yellow light—Proceed into yard.

"Take Siding" indicator located on mast of Signal D-3701, east of Grass Lake.

Trains will be governed by Rules 705, 706, 707 and 708.

Light signals and switch indicators governing movements from Great Northern connections and Modoc Line main track to Cascade Line main track are located as follows:

Junction of Great Northern R. R. to Modoc Line (Signal 4276).

Junction of Modoc Line to Cascade Line (Signal 4280).

Junction of Great Northern R. R. to Cascade Line (Signals 4284-4283).

Normal indication of these signals STOP. Proceed indication will be displayed after switches and derails are lined for movement and block unoccupied. Should these signals fail to indicate proceed after switches are lined wait four minutes for time element relay to function, which will be effective when approach circuit to junction switch is occupied. After operation of time element relay, if signals fail to indicate proceed, Rules 509 and 99 apply.

Normal position of signal 5031, governing movement from Great Northern R. R. connection at Chemult, and signal 5025, governing movement from interchange track Chemult, STOP. Proceed indication will be displayed after switches and derails are lined for movement if block clear. Should these signals fail to indicate proceed after switches are lined, Rules 509 and 99 apply.

Signal 3218 at Dunsmuir governs movement from work track through crossover and on main track to signal 3222. Dwarf light signal 3214 at derail east end of drill track Dunsmuir Yard governs movement from drill track to work track and will indicate proceed only when both derail and switch to work track are lined for movement to main track and block clear. Signal 3222 at Dunsmuir governing eastward trains is located on left side of main track.

Light type indicator, operated by Yardmaster at Dunsmuir, located on mast of distant signal 3198 west of the west switch Dunsmuir Yard.

Normal position of indicator DARK.

When letter "M" is displayed, by projecting white light, eastward second-class and extra trains are thereby given superiority over all trains to the fouling point of the east switch at Dunsmuir and will hold main track, but must observe any indication of automatic block or other signals.

OIL BUFFER SPRING SWITCHES

Oil buffer spring switches are located at the following points, and the indicated speed must not be exceeded while trains are passing over them.

Tehama—Trailing from Roseville line, 25 M.P.H.

Roseville—Trailing from siding to eastward main track 15 M.P.H.

When a block signal in advance of a facing point oil buffer spring switch indicates "Stop", careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches.

Roseville—Spring switch located at M.P. 107.38 normally lined for main track. Eastward trains moving from drill track will run through this switch when in normal position. To avoid making reverse movement through switch when leaving drill track trains must stop at clearance point on drill track when signal 1074 located 350 feet east of switch is in stop position. Eastward trains moving from drill track and trailing through this switch will not exceed 15 M.P.H. Westward movement on main track must not be made over this switch without first stopping and inspection made of switch.

Tehama—Junction switch equipped with spring switch normally lined for movement via Willows.

Between Signals SA-2119 and SA-2116 on Davis line and Signals SA-2119 and SA-2118 on Roseville line, interlocking rules apply.

Eastward trains stopped by Signal SA-2116 or SA-2118 will send flagman to operate clock work time release located on Signal SA-2116.

Time release must not be operated when trains or engines are within interlocking limits or seen approaching on opposite line.

To operate clock work time release turn knob to right to extreme position, hold in this position and push button for signal desired and release knob. After four minutes signal should change from stop to proceed (or caution).

If signal does not change to proceed after operating release, train will not proceed (Rules 663-672) until inspection is made of spring switch and see that switch is properly lined for movement.

At Tehama, when Signal SA-2118 governing movements of eastward trains on Roseville line is in "Stop" position, oil buffer spring switch must be lined by hand before movement is made and restored to normal position by hand after movement has been completed.

Eastward inferior trains stopped at Tehama to allow eastward superior trains on converging route to proceed, will, when the semi-automatic signal governing their movements is found in proceed position, promptly operate time release, which will then change signal on route of inferior train to stop position and one on converging route to proceed position, thereby reducing delay to both trains.

INTERLOCKING

Sacramento River Drawbridge—

Nineteenth Street, Sacramento—At crossing of R Street track with Western Pacific R. R.

Yard engines desiring to use industry spurs will give following signal from push button located on home signal 400 feet west of crossing.

To Valley Grocery spur—One short, two long.
To Bekins spur—One long, one short, one long.

Elvas—Limits on Sacramento-Roseville line extend from interlocking home signal 1,400 feet west of tower to interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk siding; and on Placerville Branch line to interlocking home signal 600 feet east of Junction switch.

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from Signal Operator.

American Can Company spur switch and derail. Derail is electrically locked.

Crossover, center siding, Elvas, to westward track, Elvas-Polk line.
Crossover, center siding, Elvas, to eastward track, Polk-Elvas line.
West switch and derail, center siding, Elvas.
Hopfen spur switch and derail.
Meister's spur switch and derail. Derail is electrically locked.

Permission must be obtained for each movement into or out of American Can Company and Meister spurs.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Whistle Signals governing routes as follows:

To Roseville, one long, four short.
To Sacramento, three long, one short.
To Polk, two long, three short.
To Elvas Siding, three short, two long.
To Third Track, two short, two long.
To American Can Spur, one long, one short, one long.
To Meister's Spur, one short, two long.

Eastward passenger trains will not be required to make running test approaching interlocking plant at Elvas, except when brake pipe has been separated.

To operate a dual control switch by hand, trainman must secure permission from the Signal Operator. When permission, including the time and working limits, is granted, he must first move selector lever to the "hand-throw" position and lock it in that position. When the time limit has expired or work is completed, the selector lever must be restored to the "switch machine" position, selector lever and hand-throw lever locked, and so reported to the Signal Operator; at the same time he must report the location of train or engine. If the main track is cleared and selector lever restored to "switch machine" position before expiration of the time limit new authorization must be obtained before again using the dual control.

The selector and hand-throw levers must never be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for siding when dual control use was started, it must be again lined for siding before selector lever is restored to "switch machine" position.

When selector lever is placed in the "hand-throw" position, all signals immediately adjacent to the switch governed will indicate "stop." Under these conditions the train or engine authorized to use switch may pass these signals without stopping and make movements over the switch within the limits authorized as necessary during the time the selector lever is in the "hand-throw" position and locked. Trainmen must notify engineer when the selector lever is in the "hand-throw" position, and also notify him when it is returned to the "switch-machine" position, so he may be governed by interlocking signals adjacent to the switch.

Emigrant Gap—Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur to signal 1711, 500 feet west of turntable.

On No. 2 Track from clearance of crossover to signal 1716, 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of interlocking signal west of house track spur switch on No. 1 Track.

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turntable and equipped with electric lock.

Trains passing interlocking signals as provided by rule 663-B will be preceded by a flagman to next home signal or clear distant signal.

When instructed to operate derail by hand, be governed by instructions on sign at derail.

Trainmen or enginemen will not unlock or throw the west switch of crossover, when making crossover movement, until the east switch of crossover has been lined.

Trainmen or enginemen will not unlock or throw switch to east lead of turntable until derail has been closed.

Westward movement from west lead of turntable or from fire-train crossover will not be made until permission is given by operator.

Norden—Limits as follows:

No. 1 Track from interlocking home signal at west switch of siding Donner to signal bridge 775 feet west of Norden office.

No. 2 Track from signal bridge 775 feet west of Norden office to westward interlocking home signal opposite signal 1975 west of crossover Eder.

Fire Train Spur—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator.

Run-around Tracks—Enginemen on helpers left on run-around track, must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

Trains passing interlocking signals as provided by Rule 663-B will be preceded by a flagman to next home signal or clear distant signal.

When permission is given by signal operator to eastward trains to pass interlocking signals located on main track and on siding east end of Norden, trains must wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to next home signal or clear distant signal.

When interlocking home signal located approximately 300 feet west of the west switch at Donner indicates stop, westward trains will stop to clear the west switch of Donner siding.

Georgiana Slough-Drawbridge.

Snodgrass Slough-Drawbridge.

9th and K Streets Tower, Marysville.

Following switches and derails on Western Pacific R. R. within interlocking limits are hand operated and electrically locked, and must not be thrown until permission has been obtained from Towerman when on duty:

Switch and derail, Western Pacific-S. P. transfer track.
Switch and derail, Western Pacific high line track.
Derail on Western Pacific stock corral track.

During hours towermen are off duty, trains desiring to move on Western Pacific main track from transfer track, high line and corral track, will first proceed to derail, electric lock, and unlock the door. After door has been opened, and no trains are seen approaching on Western Pacific track, signal 4 located on Western Pacific track 464 feet west of crossing, and signal 15, 2-arm signal located on Western Pacific track 1624 feet east of crossing will immediately go to stop position, releasing electric locks. Electric locks are released when indicator in lock is in proceed position, then move lever directly below indicator to the right which will permit operation of switches. When switches are again restored to normal position, lever should be moved to left position before closing door.

Western Pacific switch key will be found in hand release box on pole near junction switch.

If necessary to make this movement when a train is approaching on Western Pacific main track, opening the door of any electric lock will not put signals in stop position, but electric lock can be released by first proceeding to junction switches and operating time hand release located in box on pole, marked hand release, which will automatically put signals in stop position. After time hand release has been restored to normal position, a white light will indicate electric locks are released.

Switches and derails must be immediately returned to normal position after train has passed over them.

Trains desiring to cross Western Pacific tracks on Knights Landing Branch, when towermen are off duty, will call Chief Dispatcher at Sacramento and be governed by his instructions.

Binney Junction Tower—Junction with Woodland-Oroville line and crossing Western Pacific R. R.

Whistle signals governing routes as follows:

Main track to or from Gerber, one long, four short.
Main track to or from Oroville, two short, two long.
Siding to or from Gerber, one short, three long.
Siding to or from Oroville, three long, one short.
Siding to or from west leg of wye, three short, two long.
Main track to or from west leg of wye, two long, three short.
Main track to or from east leg of wye, one short, one long.
To Spur, one short, two long.

Switches to east and west legs of wye hand thrown. Normal position of switch for Knights Landing line.

Woodland—Crossing Sacramento Northern R. R.

Whistle signals governing routes as follows:

For Tehama to or from siding, one long, four short.
For Tehama to or from house track, three long, one short.
For Knights Landing to or from siding, one short, three long.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Redding Remote Control—Cross-over switches east end siding controlled by operator at telegraph office.

Trains passing interlocking signals as provided by Rule 663-B will be preceded by flagman through interlocking limits.

When instructed to operate switches by hand, be governed by sign on relay housing opposite west switch of cross-over.

AUTOMATIC INTERLOCKING

When trains are stopped by signals governing the use of automatic interlocking plants, flagman must be sent to crossing to operate clockwork time release. Release must not be operated when trains are between home signals or seen approaching on intersecting line.

After release has been operated, a red indicator light should be displayed over release and home signal should indicate proceed or red indicator on home signal mast be displayed. Trains may then proceed.

If red indicator lights are not displayed, trains may proceed over crossing as provided by Rule 663.

Instructions for operating clock-work time release are posted on door of box.

Speed of trains must not exceed 30 M.P.H. between home signal and crossing.

Live Oak—Crossing Sacramento Northern R. R. one-half mile east of Live Oak.

Stronghold—Crossing Great Northern R. R. one-half mile east of Stronghold.

TRAIN AND AIR INSPECTION

Page	Location	
All		Freight trains and light engines, not equipped with tire coolers, except mallets, on descending grades will stop 10 minutes between switches at the following stations, to permit wheels to cool. Trainmen will make careful inspection of all cars and enginemen inspect engines.
2	Stanford	Engine stop west of Culvert 202-E, 1879 feet west of West switch.
2	Norden	On No. 2 track.
2	Truckee	Exception—five minutes.
3	Summit	On No. 1 track.
3	Troy	
3	Yuba Pass	
3	Knapp	Exception—five minutes.
3	Midas	
3	Gold Run	
3	Colfax	
3	Crystal Lake	During stormy weather and when snow on ground, instead of Yuba Pass.
3	Emigrant Gap	During stormy weather and when snow on ground, five minutes for heat radiation, in addition to Knapp.
3	Flint	Train to clear highway crossing at west end (except westward freight trains that stop at Auburn, inspect at Auburn instead of Flint).
11	Latrobe	
12	Doon	
12	Paradise	(Also passenger trains) stop 5 minutes, cool wheels.
12	Crouch	
10	Steinman or Foliage	
10	Gregory or White Point	
10	Orcal or Hilt	Exception—five minutes.
10	Weed or Edgewood	
8	Mott or Azalea	Exception—five minutes.
8	Cougar or Andesite	
8	Bolam	Exception—five minutes (If stop not made at Andesite).
10	Canby	

AC Type engines running light on descending grade stop sufficient length of time to inspect engine.

Light engines equipped with tire coolers descending grade, stop at Truckee, Emigrant Gap and Colfax to inspect engine.

At points between Roseville and Sparks where freight trains stop for inspection, enginemen will drain water from main reservoirs on engines.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, except freight trains may go to Biggs and eastward freight trains to Lenz if an additional stop can be avoided.

At points where freight trains stop for inspection, they will do so between switches to permit light engines to pass.

Trains handling logs must stop and inspection made by crew of load and chains before entering Klamath Falls Yard, passing through tunnels and over Sprague River Bridge west of Chiloquin, Dry Canyon Viaduct between Hotlum and Bolam, Klamath River Bridge east of Klamathon, and all crossings except 2nd, 4th, 5th, 14th, 15th, 17th and 18th, over Sacramento River.

Between sunset and sunrise, two Dietz lanterns must be placed on rear of caboose and trainmen must observe track for fallen logs.

When a train handling logs takes siding to meet a train or to allow a train to pass, such train must be thoroughly inspected to insure proper clearance for safe passage of trains, and no move made until expected train has been met or passed.

Light engines descending grade between Hornbrook and Ashland, stop sufficient time at established freight train inspection stations for inspection of engine and to permit heat of tires to equalize.

SPECIAL INSTRUCTIONS

AIR BRAKE RULE 11. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up, engineman will apply the brakes with a 20-pound service reduction and leave them applied. Trainmen will determine that the brakes are applied on each car. The numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars switched to rear of train, next ahead of caboose before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineman, the latter must comply with last part of Rule 11 to avoid brakes sticking from an over-charge of the brake system, etc. If necessary to switch cars to the rear account brakes being inoperative, Rule 17 must be complied with before departure.

AC-7 Type engines are equipped with the Westinghouse No. 8 E.T. brake valve. The delay emergency cut-out cock, which is a part of this valve, should be in the vertical position, that is, cut-out on all trains of forty cars or less, in passenger service, on helper engines in trains and light engines. Valve should be in horizontal position or cut in when handling trains of more than forty cars.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

Attention is directed to the Safety Appliance Act which requires that whenever any train is operated with power or train brakes, not less than 85 per cent of the cars of such train shall have their brakes used and operated by the engineman of the engine drawing such train; and all power-brake cars in every such train which are associated together with the 85 per cent., shall have their brakes so used and operated.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineman then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give Signal 16-e from rear car, examine each car in train to see that all brakes release, and report condition to the engineman.

AIR BRAKE RULE 16

Page	Location	Running air brake test must be made at:
10	Snowden	Eastward passenger trains.
8-10	Black Butte	Siskiyou Line passenger trains.
8	Grass Lake	Westward passenger trains.
10	Ambrose	Westward passenger trains.
3	Tunnel 6	Westward passenger trains. (Just before entering tunnel.)

AIR BRAKE RULE 17

Rear end test must be made immediately prior to leaving:

10	Siskiyou	All trains.
8	Grass Lake	Westward freight trains.
10	Hornbrook	Eastward trains.
8-10	Black Butte	Siskiyou Line freight trains.
10	Ambrose	Westward freight trains.
	Eastward trains which have made rear end test at Mount Shasta or Deetz, need not do so at Black Butte.	
3	Summit	Westward freight trains.
2	Norden	Eastward and westward freight trains.
12	Stirling City	All trains.
11	Placerville	All trains.
3	Truckee and Summit	Westward freight trains make brake pipe test.

AIR BRAKE RULE 54.

Emergency hose must be used on freight trains between Sparks and Roseville applied at most accessible location approximately every 20th car from engine.

On westward freight trains plugs will be fastened on east end of car and on eastward freight trains on west end of car.

Emergency hose will be handled by carmen at Sparks, but must be applied and removed when necessary by trainmen at intermediate stations.

AIR BRAKE RULE 56

PASSENGER TRAINS

Page	Number of Retainers	Ms per Operative Brake	TERRITORY
2	All	...	Norden to Truckee.
3	All	...	Summit to Long Ravine Bridge and N. E. Mills to Loomis.
8	Accessible	...	Azalea to east switch Dunsmuir.
8	....	...	Shasta Springs or west, if stop is made, retainers may be turned down.
10	All	...	Siskiyou to Ashland.
10	All	...	Siskiyou to Orcal.
10	All	...	M.P. 400 to Hornbrook.
10	Accessible	...	Black Butte to Edgewood.
10	Accessible	...	Ambrose to Canby.
10	....	...	Orcal to M.P. 400, retainers on head end cars must be left turned up, but should be turned down momentarily if stop is made at Hilt.
10	Accessible	...	Ashland, will be turned down after passing yard limit board.
11	All	...	Stirling City to M.P. 188.

FREIGHT TRAINS

Page	Number of Retainers	Ms per Operative Brake	TERRITORY
			Retainers will be turned up solid on head end of train in such number depending upon total weight of train, one operative retainer for the amount of Ms shown below:
2	1	120	Norden to Truckee.
3	1	140	Summit to Yuba Pass.
3	1	100	Yuba Pass to Loomis.
7	1	250	Dunsmuir Yard to Gibson.
8	1	100	Azalea to Dunsmuir yard.
8	1	150	Grass Lake to Azalea.
10	1	100	Black Butte to Edgewood.
10	1	100	Ambrose to Canby.
10	1	150	Snowden to Hornbrook.
10	1	90	Siskiyou to Ashland.
10	1	90	Siskiyou to Hornbrook.
			Placerville Branch
11	1	120	M.P. 148 to M.P. 146.
11	1	120	M.P. 145 to M.P. 138.
11	1	140	M.P. 136 to M.P. 130.
11	1	140	M.P. 129 to M.P. 122.
11	1	150	M.P. 117 to M.P. 112.
12	1	80	Stirling City to M.P. 188.

In operating retainers, they should be turned up commencing at the head end, and when turned down, commencing at the rear end.

When passenger train has stopped, engineman will release air brakes and retainers must be turned down and engineman notified by one sound of air signal.

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

Where retainers are used, speed of freight trains on any grade of over one per cent will not exceed 25 M. P. H., and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

Additional retainers will be turned up on instructions of engineman if in his judgment it is necessary.

If tonnage exceeds amount of Ms specified for each retainer, trains may be handled between Azalea and Dunsmuir Yard, Black Butte and Edgewood, Ambrose and Canby, up to 120 Ms, and between Ashland and Hornbrook up to 100 Ms per operative retainer.

Sufficient retainers will be turned up, in the judgment of engineman, to properly control trains of logs descending grade between Kirk and Chiloquin.

Retainers must be turned down momentarily ascending grade Orcal to Hilt. Retainers must be turned down if stop is made between Thrall and Hornbrook. The maximum retaining pressure must be used from Siskiyou to Ashland and Siskiyou to Hornbrook on loaded cars, except refrigerators, equipped with the 10-20 and 15-30 pound retainers.

Freight trains consisting of not more than 60 cars and not more than 65 Ms per operative brake may be handled Snowdon to Hornbrook and Grass Lake to Azalea with no retainers provided engineman can properly control speed of train and charge brake pipe to standard pressure between applications. If necessary to use retainers to control speed of train, engineman will instruct train crew number of retainers required.

The tonnage of any freight train between Hornbrook and Ashland must not exceed 100 Ms per operative brake when handled on descending grade by AC, AM, 2-10-2 or SP type engines. When other type engine used 90 Ms per operative brake will govern. Westward trains must not be moved out of Ashland in excess of this tonnage per operative brake. The tonnage of any freight train descending grade between Mount Shasta and Dunsmuir, Black Butte and Edgewood, and between Ambrose and Canby must not exceed 120 Ms per operative brake.

The tonnage of freight trains between Stirling City and Chico must not exceed 80 Ms per operative brake, between Placerville and Folsom and between Summit and Loomis, 100 Ms per operative brake, and between Norden and Truckee 120 Ms per operative brake.

MISCELLANEOUS

1 Water columns at stations listed below are equipped with locking devices which hold column (when not in use) parallel to track.

Mount Shasta, Black Butte, Grass Lake, Bray, Mt. Hebron, Pine Ridge, Kirk, Lenz, Stronghold, Perez, Hackamore, Canby, Alturas Yard, Lakeview, Lawton, Emigrant Gap.

After taking water, firemen must push column around until locking device engages, which will be known by fact that column cannot then be moved in either direction unless it is unlocked by engaging tank hook in unlocking lever located just above outer end of column spout.

Engines of freight trains on descending grades of one per cent or over, also westward at Cottonwood, Chiloquin and Lenz, must be detached to take water. Engines of freight trains, except eastward at Morley, must be detached to take oil.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water, and where head engine cannot handle forward portion without assistance of helper, latter must not be cut off until forward portion has been pushed beyond water tank.

Do not take water at Orcal or Hackamore unless necessary, then only sufficient to make next tank.

Water supply—Cantara—Three-fourths mile east.
Grenada—One-fourth mile east.
Whittier Tank—M. P. 485.8.

When an engine has been spotted to take oil or water, reverse lever must be placed in center, throttle valve closed, cylinder cocks opened and independent air brakes applied.

Leading and helper engines must not cut off from head and rear portion of train at the same time at Steinman when taking water. When leading engine is coupled to train, after taking water, engineman will place automatic brake valve on lap, then sound one long whistle signal. Helper engineman will then make fifteen pound reduction of brake pipe pressure, leading engineman noting fall of brake pipe pressure will release brakes and after brake pipe has been charged, helper engine may then be cut off. Trainmen will not cut off helper engine until advised by helper engineman that brake pipe has been recharged.

In Valley territory engines may take oil and water without cutting off train at all points, except Marysville.

On ascending grades between Roseville and Sparks, engines on freight trains may take oil and water without cutting off train at all stations except Gold Run and Colfax.

Eastward freight trains stopping at Colfax for water with helper engines in train, head engine should stop with pilot just west of water column, cut off and take water. This to avoid possibility of accident at highway crossing.

Water at Mystic on No. 1 track only.

Westward passenger trains from Sparks should take water at Truckee in preference to other water stations.

Cars with inoperative couplers, if loaded with perishables or live stock, may be chained in train and moved to nearest available repair point. All other cars with defective couplers will be switched to the rear of caboose, using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train while enroute. Cars chained may be moved to nearest repair point in direction train is moving.

4 Not more than one F or AC type engine shall be placed on head end of freight trains, nor more than two Consolidations or one Mikado and one Consolidation. F or AC type engines must not be coupled ahead of engines smaller than Consolidation, when tonnage behind such engines is in excess of its rating as shown in time-table.

If unable to handle train account storm conditions on mountain, reduce to ninety per cent of engine ratings, advising chief train dispatcher fully of action taken.

4a Pushing Trains Out of Yards: Pusher engine must not be placed behind wooden underframe cabooses or other wooden frame cars.

AC type engines must not be used as pushers behind any caboose.

Switch engines regularly assigned to pusher service must be equipped with Russel-Jordan device to prevent coupler pin from dropping and avoid necessity for yardmen uncoupling pusher engine to detach it from train. Knuckle must not be removed or closed, or cutting lever fastened in release position as a means to prevent coupling. Unless local conditions require, trains need not be stopped to detach pusher engines.

Air will not be coupled through pusher engines while in service pushing trains out of yards.

8 At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one mile board and engineman will shut off steam one-half mile from station.

9 Westward freight trains having pick up or set out at Colfax will, whenever possible, leave train east of east crossover while work is being performed.

10 S. P. track to Swayne Lumber Co. Yard at Oroville passing under W. P. trestle will not be used or switching performed thereon during time W. P. trains are passing over trestle.

Trains handling empty express refrigerators will take water at Blue Canon so tie sprinklers will operate at full efficiency.

MISCELLANEOUS

Page	Type of Engine	Restricted Tracks
2	F-AC-Mk-Mt-GS	Auburn, Nev. St..Spurs.
2-3		Clipper Gap......Team, east of road crossing.
2-3		Colfax..........Material spur, west yard.
2-3	AC-4-5-6-7	Colfax..........Corral track, west of corral, bunk spur, house and house lead east of freight house. Team, beyond east end of freight house platform. Scale.
2-3	F-AC-Mk-Mt-GS	Rocklin..........Siding, House.
3		Penryn..........Fruit spurs west of station.
3		Newcastle.......Tracks 3-4 and No. 7 beyond end of curve or switch leading to lumber spur.
3		Flint............Standard Oil spur.
3		Auburn..........High line.
3		W. Applegate....Spur.
3		W. N. E. Mills...Spur, west of tool house.
2-3	F-AC-Mk-Mt-GS	Magra...........Spur.
		Towle...........Spur.
		Blue Canon......Dump spur, oil spur, Greek spur east of oil column.
		Yuba Pass.......Spur switches
		Crystal Lake....Spur, south side of No. 2 track.
		Cisco...........Outfit spur, Campbell's spur east of corral chute.
		Spruce..........Spur switch.
		Summit..........Lumber spur switch.
		Andover.........Outfit spur, three car lengths back of frog.
4	Passenger Trains	Hershey.........Siding.
		Harrington.......Short siding.
		Genevra.........Siding.
		Cortena.........Siding.
		Norman..........Siding.
		Logandale.......Siding.
		Greenwood.......Siding.
		Grapit..........Siding.
		Kirkwood........Siding.
4-5	All	Wyo.............Stoney Creek gravel pit, beyond sign reading "Engines must not go beyond this point."
4-5	Heavier Than T	Riz..............Spur—Cars must not be placed beyond 6th door of warehouse from west end.
4-5	AC-4-5-6-7	Merritt.........Warehouse.
		Mullen..........Siding.
		Dunnigan........Standard Oil.
		Hershey.........Warehouse.
		Harrington.......Short siding.
		Arbuckle.........Warehouse.
		Genevra.........Siding.
		Macy............Spur.
		Cortena.........Siding, warehouse, house.
		Maxwell.........House, corral, loading, warehouse.

MISCELLANEOUS—Continued

Page	Type of Engine	Restricted Tracks
4-5	AC-4-5-6-7	Delavan.........Siding, warehouse.
		Norman..........Siding, warehouse spur, corral.
		Logandale.......Siding.
		Willows..........Union Oil, Union Ice, team, warehouse, pump house, engine spur, set-out.
		Lyman...........Spur.
		Artois...........House, warehouse.
		Grapit...........Siding.
		Greenwood.......Siding.
		Orland..........Engine spur, oil spur.
		Wyo.............No. 1 yard, No. 2 yard, east leg of wye.
		Malton..........Spur.
		Corning..........Heinz spur.
		Tehama..........House, beet, warehouse.
6	AC-4-5-6-7	Gridley..........Libby, McNeil & Libby Cannery. (If necessary to pick up—use reach)
6	F-AC-Mk-Mt-GS	Nord............Siding.
		Lomo............Siding
		Marysville.......Team, mill spur, Earl Fruit spur.
		Clayton..........Spur serving Stockton Fire Brick Co., across highway.
		Dantoni Jct. and Dantoni.
		Knights Landing Branch. 97-A; 97-E.
6	All	Marysville.......Rio Grande Oil spur off "E" St., use reach.
6	All	Barber...........Diamond Match Co.'s track at wye.
7	All	Kennet..........Trestle to slag pit, use cars for reach.
7-8-9-10	Heavier than 210 Ms on Drivers	Red Bluff........Pioneer Fruit spur.
		Redding.........Hoeler's and Sterling Lumber Co.'s spurs.
		Kennet..........Frog of switch to Slag pit.
		Pollock..........Spur.
		Lamoine.........Little Slate Creek Bridge.
		Gibson..........Spur.
		Castella.........Dirigo Industrial north of main track.
		Igerna...........Spur.
		Weed...........Long Bell Lbr. Co., docks 1 and 2 in lumber shed, shed spur, block spur, factory 2, factory 3, No. 6 lumber yard.
		Industrial tracks between Bray and Kirk except C, AC 1, 2, 3 and AM type engines may use Lumber spur back of stock corral MacDoel, Bray box factory spur. Dorris all spurs and engines not heavier than 275 Ms on drivers may use;
		Algoma..........Log spur and track to box factory switch.
		Modoc Point.....Lamm Lumber Co. spur.
8	AC-4-5-6-7	Mt. Shasta......Pacific Fruit & Produce Co.'s spur, or on house track, beyond west end of freight platform.
8	All	Mt. Shasta.......McCloud River R.R. main track from Clearance with interchange east end of yard to point opposite station building.
9	All	Algoma..........Spur leading to Algoma Lbr. Co. machine shop.
10	All	Ager.............Spur beyond signal east of road crossing.
		Thrall...........Former siding except west 200 feet California Oregon Power Co.
		Willow Ranch....Crane Creek Lumber Co. shed.
		Perez............Spur.
		Stronghold.......Spur-Pit.
10	GS, AC	Siskiyou line between Hornbrook and Ashland.
11	C	Placerville.......Weber spur.
11	All	Bullard..........Spur, 60 feet east of bunker switch.

Flint hoppers and box cars must not be placed on spur serving El Dorado Lime and Mineral Company at Bullard to or beyond rock chute which does not clear this class of equipment.

Trains and engines must not exceed 10 M.P.H. on Bullard spur from Bullard Junction to Lime Quarry.

Two engines must not be coupled on Stirling City Branch. Helper engines must be cut back in train.

Trains or yard engines moving on Track No. 3, Dunsmuir, will move with caution approaching roundhouse, and will stop before passing turntable if engine is being turned with draw heads extending over end of turntable.

Engines using outgoing lead from turn table east end Dunsmuir, stop to clear No. 3 track and incoming engine lead and proceed only on signal from yardman.

When necessary to occupy McCloud River R. R. Company's tracks at Mount Shasta, including the west leg of wye, it must be under protection of flag.

MAIN TRACKS

11 Tracks between Sacramento and Roseville numbered, and unless otherwise authorized, will be used as follows:

No. 1 westward trains.
No. 2 eastward trains.

Tracks between Roseville and Sparks numbered and will be used as follows:

No. 1 westward trains, via Auburn.
No. 2 eastward trains, via Auburn Nevada Street.
No. 4 between Rocklin and Loomis; diverges from No. 2 at Rocklin and runs on south side of No. 1, one-half mile east of Rocklin to Loomis, connecting with No. 1 at Loomis.

End of No. 4 at Loomis is located at clearance point west of crossover to No. 1 at M.P. 113.

That portion of No. 4 from crossover, M.P. 113, to Signal 1138 will be used as a siding of 83 cars capacity.

Light type dwarf signal governing eastward movement on No. 1, signal 1136, located at clearance point of east end of siding.

Normal position of semaphore signal 1138 governing eastward movement from siding "Stop". Proceed indication will be given after main track switch is lined and block unoccupied.

Should this signal fail to indicate proceed wait four minutes. After expiration of that time if signal fails to indicate proceed Rules 509 and 99 apply.

Siding at Loomis must not be blocked when it will interfere with schedule performance of No. 210 as No. 210 will use siding to station.

At Chico, Stirling City Branch main track originates at switch on Stirling City Branch leading to engine house at Chico. Trains to and from Stirling City Branch use yard tracks between passenger station and Stirling City Branch main track.

At Marysville, trains to and from Oroville Branch, use Marysville siding. Normal position of switch of Woodland-Oroville main track is for Knights Landing Branch.

At Willows, Fruto Branch main track originates at yard limit board on Fruto Branch. Trains to and from Fruto Branch use yard tracks between passenger station and Fruto main track.

At Woodland, Knights Landing Branch main track originates at switch at east end of siding 150 feet east of cattle guard 85-A. Normal position of switch for Knights Landing Branch. Trains to and from Knights Landing Branch use Woodland siding.

12 Engines equipped with pilot plows must not use tracks on "E" Street, Marysville.

Engines equipped with pilot plows must not be operated beyond log landings.

Enginemen will not blow off engines while passing over steel bridges except during period from May 1 to Nov. 1. From May 1 to Nov. 1, sprinklers will be placed in service on line between Roseville and Sparks upon departure of westward freight trains and light engines, Norden to Loomis, and on eastward freight trains and light engines Norden to Truckee.

Eastward passenger trains will operate sprinklers Norden to Truckee and westward passenger trains from first stop west of Norden.

On Shasta District use sprinklers on engines so equipped and blow off on engines not equipped with sprinklers when passing through all tunnels over second crossing Sacramento River west of Elmore, and over all steel bridges in Sacramento Canyon from Lamoine to Cantara.

During dry season, in passing over wooden trestles on grades, use tie sprinklers on engines so equipped, otherwise use blow-off.

Sprinklers are to be kept open while train is in motion, where long stops are made they will be closed temporarily to avoid waste of water.

13 Safety switch point locks on facing point switches near road crossings on the following switches have been installed:

Benali.......East switch of crossover to westward siding on westward track.
Antelope.....West switch to center siding on eastward track.
Rocklin......Switch to quarry spur on eastward track.
Penryn.......East switch of crossover to siding.
Newcastle ...East switch of crossover between main tracks west of road crossing.
Newcastle....East switch to westward siding on westward siding.
Colfax.......West switch of crossover between main tracks east of Grass Valley Street.

These switch locks mechanically lock the switch points in normal position and it is necessary to hold the release lever down by foot pressure until the switch points are moved out of position.

15 Trains and engines must not pass switch-tender's stations at Sixth Street and Seventh Street, Sacramento, without receiving proceed signal, green flag by day and green light by night, and must move with caution between Sacramento River Bridge and Seventh Street.

17 Storage tanks of Standard Oil Company near tracks at M. P. 107.9 between Roseville and Rocklin, flues of engines must not be sanded until after engine has passed this point.

18 Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.

19 Underground gasoline tanks installed opposite house track at a point 300 feet west of station Colusa. Engines must not be stopped in front of unloading spot when oil or gasoline cars are being unloaded.

20 Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight car" does not include a baggage, express, or mail car, or a caboose. Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.

24 **Minimum Clearances for Rotary Plows, Blue Canon East**

Push cars in shed district must be placed between posts providing for proper clearance.

Tunnels 3 and 4 shed posts 8 to 10 inch clearance.

Tunnel 5, 8 inches clearance.

East and west of M P. 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

Crews handling plows through district where standard clearance is not provided must reduce speed to six M.P.H. through tunnels and at rock walls.

OPERATION OF TURNTABLES

26 Yellow light signals on leads to turntable at Norden. These signals will indicate route to be used from turntable. If no indication visible when engine is ready to leave turntable, telephone signal operator at Norden for instructions.

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table and enginemen must know that it is properly lined before attempting to move engine on table.

Release brake before moving turntable and do not apply brake unless control handle is in the "off" position.

To Move Turntable: Turn controller handle around to the third or fourth point allowing about one second on each point.

To Stop Turntable: Turn controller rapidly to "off" position.

Allow turntable to come to stop before reversing motor.

In case of trouble notify operator at Norden office, who will call maintainer.

Turntable must be left lined and locked for east lead to eastward track.

Normal position turntables on Truckee District will be as follows:

Emigrant Gap...East approach, with motor on east end.
Norden..........East approach to eastward track.

Trainmen and enginemen using these turntables must leave them lined as shown above.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 M.P.H. and Freight and mixed trains 35 M.P.H. except as otherwise provided for.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

		PASSENGER					FREIGHT			LIGHT ENG. RUNNING FORWARD				
Page	Territory	Maximum Except Streamliner Diesel Power	Streamliner Diesel Power Unit	With F-1, F-3, F-4, F-5 and AM Engines	With AC-1, 2, 3, 4, 5, 6, 7, MK-2, 4, 5, 6, 8, 9, C-2 to 10 Inc., 15, 17 and TW Engines	With Other Type Engines Except T-1, 23, 28 and 31 which are limited to a maximum of 50 M.P.H.	Freight and Mixed, Maximum	With AC-1, 2, and 3 Engines	Engines and Motors Backing	F-1, F-3, F-4, F-5, MK 2, 4, 5, 6, 8 and 9 and AM Engs.	GS MT-1, 3, 4, 5, E, M, T, A and P	Types C-2 to C-10 Inc.	C-4, 15, 17, MK-2, 4, 5, 6, 8, 9 AM, AC-1, 2 3, 4, 5, 6, 7	Switch Engines S-SE Type
2	Sacramento—Roseville...No. 2 Track	60	95	40	40	60	40	25	30	35	40	35	30	20
2	Roseville—Colfax........No. 2 Track	40	50	40	40	40	35	25	30	35	40	30	30	20
2	Colfax—Truckee..........No. 2 Track	35	35	35	35	35	20	20	15	30	30	25	30	20
2	Truckee—Sparks..........No. 2 Track	40	44	40	40	40	30	25	15	35	35	30	30	20
3	Sparks—Truckee..........No. 1 Track	40	44	40	40	40	30	20	30	35	35	30	30	20
3	Truckee—Loomis..........No. 1 Track	35	35	35	35	35	20	20	15	30	30	25	30	20
3	Loomis—Roseville........No. 1 Track	50	70	45	40	50	35	25	30	35	40	35	30	20
3	Roseville—Sacramento...No. 1 Track	60	95	45	40	60	40	25	30	35	40	35	30	20
4, 5	Davis—Gerber..........................	60	......	45	40	60	40	25	30	35	40	35	30	20
6	Roseville—Tehama......................	50	......	45	40	50	35	25	30	35	40	35	30	20
11	Harrington—Wyo via Colusa..........	30	......	....	25	30	25	....	20	....	25	25	20	20
11	Willows—Fruto..........................	20	......	....	....	20	15	....	10	....	15	15	15	20
11	Sacramento—Isleton....................	30	......	....	20	30	20	....	15	....	25	20	20	20
11	Grace—Josephine.......................	30	......	....	20	30	20	....	15	....	25	20	20	20
11	Marchant—Karnak.......................	30	......	....	20	30	20	....	15	....	25	20	20	20
11	Knights Ldg. Jct.—End of track......	15	......	....	....	15	15	....	10	....	15	15	....	......
11	Chico—M.P.188 (Stirling City Branch).	30	......	....	25	30	25	....	15	....	25	25	25	20
11	M. P. 188—Stirling City..............	20	......	....	20	20	12	....	10	....	15	12	12	20
11	Dantoni Jct.—Dantoni.................	20	......	....	....	20	20	....	20	....	15	20	....	......
12	Truckee—Lake Tahoe...................	40	......	25	25	40	30	20	15	20	30	30	30	20
12	Woodland—Marysville..................	35	......	....	35	35	30	....	20	....	35	30	30	20
12	Marysville—Oroville..................	25	......	....	25	25	25	....	15	....	20	25	25	20
12	Brighton—Folsom......................	40	......	....	30	40	30	....	30	....	40	35	30	20
12	Citrus—Fair Oaks......................	25	......	....	20	25	20	....	15	....	20	20	20	20
12	Folsom—Placerville....................	25	......	....	20	25	Mixed 20 Frt. 15	....	12	....	25	15	15	20
......	Through Crossovers, Turn-outs, and on all tracks except main tracks......	15	......	10	10	15	15	10	10	15	15	15	10	15

		PASSENGER						FREIGHT			LIGHT ENG. RUNNING FORWARD				
Page No.	Territory	Maximum	With T 1, 8 to 23, 28, 31, 34, 36 M MK 5 to 9 Engines	With C 2 to 10 C 18 to 29 F 1 Engines	With C 15, 17 TW MK 2 and 4 G. N. Ry. F 5 Engines	With F 3, 4, 5 AM AC 4,5,6,7 S.P. 1,2,3 Engines	With AC 1,2,3 Engines	Freight and Mixed Maximum	With AC 1,2,3 Engines	Engines and Motors Backing	Maximum	MT C 2 to 10 C 18, 19 MK 5 to 9 F 1, 3, 4, 5, 6 S.P. 1, 2, 3	AC 4, 5, 6, 7, AM C 15, 17 TW MK 2 and 4 MM G. N. Ry. F 5	AC 1, 2, 3	Switch Engines S-SE Type
7	Gerber and M. P. 216.5..........	50	50	45	40	45	40	35	35	30	35	35	30	30	20
7	M. P. 216.5 and Redding..........	60	50	45	40	45	40	40	40	30	40	35	30	30	20
7	Redding and one mile east of Middle Creek........	40	40	40	40	40	40	35	35	25	40	35	30	30	20
7	One mile east of Middle Creek and Dunsmuir........	28	28	28	28	25	20	20	20	15	28	25	25	20	20
7	Exception: Eastward freight trains one mile east of Middle Creek and Dunsmuir..........	......	......	......	......	......	......	25	20	15	......	......	......	......	......
8	Dunsmuir and Azalea..........	25	25	25	25	25	20	20	20	15	25	25	25	20	20
8	Azalea and Mount Shasta..........	30	30	30	30	25	20	20	20	15	25	25	25	20	20
8	Mount Shasta and Deetz..........	50	50	45	40	45	40	35	35	25	40	35	30	30	20
8	Deetz and Black Butte..........	25	25	25	25	25	20	20	20	15	25	25	25	20	20
8	Black Butte M.P. 345 and M.P. 355½ Cascade Line...	35	35	35	35	35	35	25	25	20	35	30	30	30	20
8	M. P. 355½ and Klamath Falls..........	60	50	45	40	45	40	40	40	25	40	35	30	30	20
9	Klamath Falls and Crescent Lake..........	60	50	45	40	45	40	40	40	25	40	35	30	30	20
10	Black Butte and Edgewood..........	25	25	25	25	25	20	20	20	15	25	20	20	20	20
10	Edgewood and Snowdon..........	50	50	45	40	45	40	35	35	25	40	35	30	30	20
10	Snowdon and Ager..........	30	30	30	30	25	20	20	20	15	30	25	25	25	20
10	Ager and Thrall..........	25	25	25	25	25	20	20	20	15	25	20	20	20	20
10	Thrall and Hornbrook..........	30	30	30	30	25	20	20	20	15	30	25	25	20	20
10	Hornbrook and Hilt..........	25	25	25	25	25	20	15	15	15	25	25	25	20	20
10	Hilt and Cole..........	30	30	30	30	25	20	20	20	20	30	25	25	20	20
10	Cole and Clawson..........	25	25	25	25	25	20	15	15	15	25	25	25	20	20
10	Clawson and Ashland..........	30	30	30	30	25	20	20	20	15	25	25	25	25	20
10	Alturas Yard and Canby..........	40	40	40	40	40	40	30	30	20	40	35	30	25	20
10	Canby and Ambrose..........	25	25	25	25	25	20	20	20	15	25	25	25	25	20
10	Ambrose and Klamath Falls..........	40	40	40	40	40	40	30	30	20	40	35	30	25	20
10	Alturas Yard and Lakeview..........	30	30	30	30	25	20	25	25	20	30	25	25	20	20
8	Dredger fills, Worden and Klamath Falls..........	50	......	......	......	......	......	35	......	......	......	......	......	......	......
9	Dredger fills, Wocus and Ouxy..........	50	......	......	......	......	......	35	......	......	......	......	......	......	......
	Through Crossovers, turnouts and on sidings......	15	15	15	15	10	10	10	10	10	15	15	15	10	15
	Trains handling logs loaded on flat or logging cars, Tangent track..........	......	......	......	......	......	......	25	......	......	......	......	......	......	......
	Trains handling logs loaded on flat or logging cars, Curved track..........	......	......	......	......	......	......	20	......	......	......	......	......	......	......

SPEED RESTRICTIONS

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 M.P.H.

Where maximum speed of 60 M.P.H. authorized for passenger trains, maximum speed of 50 M.P.H. must not be exceeded on curves.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop or trains are being met or passed, slow down sufficiently to permit of safe dispatch without hazard.

Engines operated coupled tender to tender must not exceed speed permitted engines running backward.

Streamliner CITY OF SAN FRANCISCO must not exceed maximum speed authorized by Streamliner slow boards when operating on single track or with the current of traffic on double track and must not exceed speed allowed other passenger trains when operating against the current of traffic or when handled by steam power.

Speed prescribed by slow boards, bulletins or special instructions must not be exceeded unless authorized by Streamliner slow boards and speed prescribed by train order for steam passenger trains must not be exceeded.

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

	M.P.H.
Reno	20
Lincoln	35
Woodland, Main and Court Sts	12
Willows	40
Orland	40
Corning	40
Roseville, Lincoln St	12
Red Bluff	15
Redding	15
Chiloquin	25
Klamath Falls, Main St	15

Page	Type of Engine	Station-Territory-Structure	MPH
All	Mt-1-3-4-5	Where slow boards restricting speed on curves show 30 M.P.H.	28
All	S & SE	On curves	15
All	Motors	Backing thru yards and over highway crossings	10
All	All	Freight trains on descending grades, while passing passenger trains	15
All	...	Locomotive cranes moving in trains with flexible or swivel truck trailing	18
All	...	Trains entering or moving thru controlled sidings, or when running against current of traffic on double track under authority of dwarf signals	25
2	All	Passenger trains on curves between Colfax & Truckee	30
2	All	Eastward first class trains from yard limit board 4000 feet west of west switch Antelope to Signal 1046	30
2	All	From Signal 1046 to MP-108 on Roseville-Sparks line	20
2	All	Eastward trains between Signal bridge just west of Sparks passenger station and Sparks Yard Office	12

SPEED RESTRICTIONS—Continued

Page	Type of Engine	Station-Territory-Structure	MPH
2-3	AC-1-2-3	On curves between Truckee and Loomis	20
2-3	All	Flangers, between Lawton and Loomis and be governed by other speed restrictions	30
2-3	All	Fire Trains, with water cars full	25
2-3	All	Fire Trains with water cars less than three-quarters full. Water cars must be kept full when possible	20
2-3	All	Trains handling loaded Flint hoppers	25
2-3	All	Trains and engines between west end Sacramento River Drawbridge and 15th Street Sacramento	20
3	All	Trains between Rocklin and Loomis on No. 4 Track	25
3	All	Passenger trains on curves between Truckee and Loomis	30
3	All	Westward first class trains from MP 108 on Sparks-Roseville line to Signal 1049	20
3	All	From Signal 1049 to Antelope Station	30
3	All	Trains handling empty express refrs between Emigrant Gap and Loomis	25
4-5	All	Trains using track to Swanston feed yard Woodland	10
4-5	AC-4-5-6-7	Cache Creek, between Woodland and Yolo....89-A	25
		Stoney Creek, bet. Orland and Wyo...166-D, 166-E	25
		Thomas Creek, bet. Richfield and Tehama...182-A	25
6	AC-4-5-6-7	Bear River Bridge, 1.2 Miles west of Wheatland....126-C	25
		Yuba River Bridge, 2000 Feet west of Marysville....140-C	
		Deer Creek Bridge, .8 Miles east of Vina.....203-E	
		Sacramento River Bridge at Tahama........210-C	
6	All	Between Yuba River Bridge and Feather River Bridge east of Binney Junction, this includes approaches as well as trestle on curve, just east of Feather River	25
6	All	Between overhead bridge Roseville and Roseville passenger station	15
6	All	Westward trains moving to Roseville line over junction Switch at Tehama	20
7	All	Engines moving west over spur switch east end Lamoine siding	8
7-8-10	AC-1-2-3	Between Middle Creek and Mt. Shasta, Black Butte and Grass Lake and Ambrose and Canby, where slow boards show 25 MPH	20
8-9	All	Klamath Falls yard between Sixth Street viaduct and Main street crossing	15
8-9	All	Trains handling logs thru tunnels and over following bridges and crossings: Sprague River Bridge, west of Chiloquin Dry Canyon Viaduct between Hotlum and Bolam Klamath River Bridge, east of Klamathon All crossings Sacramento River, except 2nd, 4th, 5th, 14th, 15th, 17th and 18th	6
9	All	Passenger trains on house track at Algoma	8
10	All	Hornbrook, engines using wye, enter on west leg and leave on east leg	8
11	All	Trains having cars loaded with ore or high loads of lumber on curves 7 degrees or over, on Placerville Branch	12
11	All	Mather Field spur	10
11	All	Engines on balloon track Lake Tahoe	8
11	All	Over RR Crossing, Bridge St., east of Yuba City Station	12
11	All	Trains handling logs, thru Tunnel No. 1	6
12	All	Between initial switch of spur to Hood Wharf and Hood Wharf	10
12	All	Isleton to end of track, 2.5 miles east	10
12	All	On curves between Kurand and Fruto	12
12	All	Over trestle 112-A on Sutter Basin Branch	15

RELIEF TRAINS WITH STEAM DERRICK AS FOLLOWS:

Page	Type of Engine	Station-Territory-Structure	MPH
All	All	Main Tracks	25
4-5-6-11-12	All	Placerville, Fair Oaks, Knights Landing-Oroville, Walnut Grove, Sutter Basin, River Farms, Colusa, Fruto, Dantoni, Stirling City and Lake Tahoe Branches	15

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When pilot removed	20 M.P.H.
When main rod only removed	30 M.P.H.
When side rods only removed	30 M.P.H.
When both main and side rods removed	20 M.P.H.
When hauled in train and all rods are on	30 M.P.H.
SP 1, 2 and 3 when inside main rod removed	30 M.P.H.
S and SE engines, and all other types of engines when not equipped with engine trucks	20 M.P.H.

When all weight has been removed from any one pair drivers on an engine, speed must not exceed 20 M.P.H.

When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed 30 M.P.H.

Blocking of leading drivers of an engine, in order to redistribute weight, should not be attempted as this may cause derailment.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger-carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Slow boards at west switch Truckee No. 1 track, east switch Loomis No. 1 track and west switch Colfax No. 2 track, with figures 35 on upper left side, 30 on lower left side, and 20 on right side.

SP, F-3-4-5, AM and GS type engines must not exceed 25 M.P.H. and AC-4-5-6-7 type engines 28 M.P.H. where slow boards restricting speed on curves show 30 M.P.H. between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

Trains consisting of engine and caboose only may operate at speed authorized for AC 4, 5, 6 and 7 type engines running light between Roseville and Sparks.

Train 290 will be permitted speed of 40 M.P.H. when handling freight cars in territory otherwise restricted to 35 M.P.H.

Trains consisting of engine and caboose only may operate at speed of 25 M.P.H. between Middle Creek and Mount Shasta.

Trains consisting of engine, flanger and caboose may operate at maximum allowable speed of freight trains. In curve territory on the Shasta District where maximum speed of passenger trains is 28 M.P.H. flangers will be permitted to operate at same speed.

SPECIAL INSTRUCTIONS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Mile Post	LOCATION	DESCRIPTION
	SACRAMENTO YARD	
	Sacramento River Bridge	....Side
	Shop Yard	Oil House West of Store No. 1....Side
	Shop Yard	Sand spurs Nos. 1 and 2....Overhead
	Shop Yard	Track No. 2, Car Shop No. 9....Side
	Shop Yard	Track No. 3, Car Shop No. 9....Side
	Shop Yard	Track No. 4, Car Shop No. 9....Side
	Shop Yard	Track No. 5, Car Shop No. 9....Side
	Shop Yard	Track No. 9, Car Shop No. 9....Overhead and Side
	Shop Yard	Roundhouse spur....Side
	Shop Yard	Track No. 2 Bone Yard Track....Side
	Shop Yard	Track No. 3 Laundry....Side
	Shop Yard	Track No. 2 Scrap Dock....Side
	Shop Yard	Track No. 3 Scrap Dock....Side
	6th and H Streets	Western Meat spur....Side
	6th Street	New Foundry Track....Side
	6th Street	Coke spur....Side
	6th Street	Foundry Track 6th Street....Side
	R between 11th and 12th	Lawrence Warehouse....Side
	R between 21st and 22nd	Barley spur Buffalo Brewery....Side
	R between 21st and 22nd	Buffalo Brewery spur....Overhead and Side
	21st and R	Buffalo Brewery Plant....Overhead and Side
	25th and R	Unloading pit, Sacramento Rock and Sand Co..Side
	B between 11th and 12th	Phoenix Mill spur....Side
	B between 8th and 9th	Consumers Ice Co. Track....Side
	3rd to 6th Streets	Track No. 4 Rolling Mill....Side
	6th Street	Water Tank....Side
	15th and N. B. Streets	Unloading pit center of Track, Golden Gate Atlas spur
	13th and 14th on B St	Unloading pit center of Track, Clark and Henry spur
	4th and R Streets	Sacramento Vegetable Growers Assn....Side
	5th and R Streets	Virden Packing Co. spur....Overhead and Side
	Front St. between M & N.	Sacramento Northern Guy Pole....Side
	Walnut Grove Connection.	2nd Street to Front St. Yard....Overhead
	Front St. between H & I	Stulsaft spur....Overhead
	Bet. tracks No. 1 and No. 2	South end of old freight shed....Front St. Side
	Bet. tracks No. 2 and No. 3	South end of new freight shed....Front St. Side
	American River Bridge	....Side
	ROSEVILLE-SPARKS—EASTWARD	
106.6	Roseville	Icing track, PFE track No. 2 and New Icing track, PFE plant....Side
106.6	Roseville Yard	Track No. 3, Heavy Rip....Side
106.6	Roseville Yard	Track No. 4, Heavy Rip....Side
106.6	Roseville Yard	Track No. 5, Heavy Rip....Side
106.6	Roseville Yard	Track No. 6, Heavy Rip....Side
106.6	Roseville	P. F. E. Icing Tracks Nos. 0-1-2-3....
110.6	Rocklin	Kesty Quarry spur....Overhead
110.6	Rocklin	Henderson Quarry spur....Overhead and Side
110.6	Rocklin	Pernu Quarry spur....Overhead
110.6	Rocklin	Elickson Quarry spur....Overhead
110.6	Rocklin	Cal. Granite spur, Rocklin, Quarry....Side
110.6	Rocklin	Stock Chute on Corral Track....Side
	E. of Rocklin	Antelope Creek bridge....Side
114.2	E. of Rocklin	Tunnel No. 15....Side and Overhead
114.7	E. of Rocklin	Tunnel No. 16....Side and Overhead
117.3	E. of Lincoln Ave., Penryn	Tunnel No. 17....Side and Overhead
120.5	E. of Newcastle	Tunnel No. 18....Side and Overhead
122.7	E. of Newcastle	Tunnel No. 19....Side and Overhead
123.1	E. of Newcastle	Tunnel No. 20....Side and Overhead
124.6	E. of Nev. St., Auburn	Tunnel No. 21....Side and Overhead
131.2	E. of Bowman	Tunnel No. 22....Side and Overhead
132.7	E. of Clipper Gap	Tunnel No. 23....Side and Overhead
132.9	E. of Clipper Gap	Tunnel No. 24....Side and Overhead
133.1	E. of Clipper Gap	Tunnel No. 25....Side and Overhead
133.3	E. of Clipper Gap	Tunnel No. 26....Side and Overhead
133.8	E. of Clipper Gap	Tunnel No. 27....Side and Overhead
134.8	E. of Applegate	Tunnel No. 28....Side and Overhead
135.9	E. of Applegate	Tunnel No. 29....Side and Overhead
138.7	E. of N. E. Mills	Tunnel No. 30....Side and Overhead
139.2	E. of Lander	Tunnel No. 31....Side and Overhead
139.4	E. of Lander	Tunnel No. 32....Side and Overhead
141.7	Colfax	Automatic Signal Nos. 1420, 1421 and 1425....Side
141.7	Colfax	Water Col. west of Station W. B....Side
141.7	Colfax	P. F. E. Icing Platform....Side
145.3	E. of Colfax	Tunnel No. 33....Side and Overhead
144.7	E. of Colfax	Tunnel No. 34....Side and Overhead
152.2	Gold Run	Mail Crane....Side
	Gold Run	Water Tank West end of Yard....Side
152.4	E. of Gold Run	Oil and Water columns....Side
165.5	Blue Canon	Water Columns....Side
208.0	Truckee	Roundhouse portals....Side
208.0	Truckee	Oil sump doorways....Side
242.9	Reno	Transfer track....Side
242.9	Reno	Buffalo Brewing Co. platform....Side
164.3	Knapp	Tunnel No. 1....Side and Overhead
164.8 200.6	Knapp to Andover	Snow sheds....Side and Overhead
	SPARKS-ROSEVILLE—WESTWARD	
164.8 201.3	Andover to Knapp	Snow sheds....Overhead and Side
	Tunnel No. 6	Bunker on No. 3 spur....Side
195.7	West of Donner	Tunnel No. 12....Overhead and Side
195.4	West of Donner	Tunnel No. 11....Overhead and Side
195.1	West of Donner	Tunnel No. 10....Overhead and Side
194.9	West of Donner	Tunnel No. 9....Overhead and Side
194.3	West of Donner	Tunnel No. 8....Overhead and Side
194.1	West of Donner	Tunnel No. 7....Overhead and Side
193.7	West of Donner	Tunnel No. 6....Overhead and Side
181.0	West of Tamarack	Tunnel No. 4....Overhead and Side
180.7	West of Tamarack	Tunnel No. 3....Side and Overhead

Mile Post	LOCATION	DESCRIPTION
	SPARKS-ROSEVILLE–WESTWARD–Continued	
164.3	West of Knapp	Tunnel No. 1....Overhead and Side
132.6	West of Applegate	Tunnel No. 0....Side and Overhead
124.5	Auburn	Ford & Son Warehouse, hill track....Side
124.5	Auburn	Lowell Warehouse, hill track....Side
124.5	Auburn	Fruit House Track, hill track....Side
124.5	Auburn	House Track, Auburn I. & C. siding....Side
124.5	Auburn	House Track, Ford & Son, warehouse siding....Side
122	West of Flint	Cut West of 122....Side
	West of Flint	Cut West of 122-G....Side
	West of Flint	Cut West of 122-H....Side
	West of Flint	Bloomer Cut....Side
120.1	Newcastle	Tunnel No. 18....Side and Overhead
113.9	Loomis	No. 1 Hill track, Earl Fruit Co....Side
113.9	Loomis	No. 1 Hill track, Law Bros., Fruit House....Side
	SACRAMENTO-GERBER	
94.9	Ben Ali	Cannon Phillips spur....Overhead and Side
117.0	Lincoln	Diamond Match Co., Lumbershed....Side
	Clayton	Stockton Fire Brick Co., spur....Overhead
140.8	Marysville	W. T. Ellis Warehouse....Side
140.8	Marysville	Buckeye Mill platform....Side
122.0	Marysville, E Street	Yuba Construction Co., platform....Side
161.4	Biggs	Rice Mill Siding....Side and Overhead
	WOODLAND-TEHAMA	
84.9	Woodland	West end of Globe Rice Mill....Overhead and Side
124.2	Williams	Bartlett Water Co., shed platform....Side
124.2	Williams	Stoval-Wilcox platform....Side and Overhead
124.2	Williams	Williams Warehouse Co., platform....Side
133.0	Maxwell	Water Tank....Side
	WYO-HARRINGTON	
120.8	Grimes	Water Spout....Overhead
145.9	Princeton	Water Spout....Overhead
150.4	Codora	Warehouse....Side
165.9	Rotavele	Elevator....Side
177.4	Hamilton	Beet pulp dryer, 285 feet east of hay barn, Holly Sugar Co....Side and Overhead
	DAVIS-OROVILLE	
111.4	Tudor	Water Tank....Side
112.4	Abbot	Earl Fruit Co., bldg. siding....Side
120.4	Yuba City	S.N.R.R. trolley wire, East of depot....Overhead
135.0	Honcut	Station platform....Side
135.0	Honcut	Brown's Warehouse....Side
147.9	Oroville	C. L. Bills cement warehouse....Side
147.9	Oroville	Olive Produce Co. porch....Side
147.9	Oroville	Ice House platform....Side
	SACRAMENTO-PLACERVILLE	
91.5	Sacramento, 23rd and R	Contractors' spur, building....Side
94.8	Brighton	Unloading pit center of track A. Teichert Co. spur
95.9	Perkins	Perkins' Store....Side
98.9	Mayhew	Humphrey Packing house platform....Side
98.9	Mayhew	Earl Fruit Co. platform....Side
122.3	Cothrin	Rock Cut....Side
126.4	Latrobe	Rock Cut....Side
126.5	East of Latrobe	Rock Cut....Side
128.6	East of Latrobe	Rock Cut....Side
148.7	Placerville	Water Tank....Side
	SACRAMENTO-ISLETON	
92-B	....	Bridge....Side
93.0	Charles	Stock Chutes at 93-A....Side
	Snodgrass Slough	Bridge....Side
113.4	Walnut Grove	Pacific Fruit Bldg....Side

SHASTA DISTRICT

M.P.	BETWEEN		Structure	Height	Crossing
......	Redding	North Street	Bridge	21′ 8″	
276.6	Kennet	Pitt	Tunnel No. 2	17′10″	
278.9	Pitt	Morley	Tunnel No. 3	18′ 2″	
286.4	Elmore	Antler	Bridge No. 3	21′11″	Sacramento River
288.9	Pollock	Antler	Tunnel No. 6	21′ 2″	
295.6	Smithson	Delta	Tunnel No. 7	18′ 6½″	
301.8	Lamoine	Gibson	Bridge No. 6	21′ 9″	Sacramento River
302.2	Lamoine	Gibson	Bridge No. 7	21′ 5″	Sacramento River
305.3	Gibson	Fisher	Bridge No. 8	21′ 6″	Sacramento River
305.4	Gibson	Fisher	Tunnel No. 9	17′11″	
306.7	Fisher	Sims	Bridge No. 9	21′ 6″	Sacramento River
307.0	Fisher	Sims	Tunnel No. 10	18′ 1″	
308.6	Fisher	Sims	Bridge No. 10	21′ 6″	Sacramento River
308.9	Gibson	Sims	Bridge No. 11	21′ 6″	Sacramento River
310.3	Sims	Flume	Bridge No. 12	23′ 9″	Sacramento River
317.8	Castle Rock	Castle Crag	Bridge No. 15	21′ 7″	Sacramento River
325.0	Shasta Retreat	Shasta Springs	Bridge No. 16	21′10″	Sacramento River
329.4	Cantara	Mott	Tunnel No. 12	18′10½″	
390.9	Klamathon	Hornbrook	Bridge	21′ 6½″	Klamath River
411.3	White Point	Siskiyou	Tunnel No. 13	18′00″	
414.6	Viaduct	Wall Creek	Tunnel No. 14	18′ 7″	
415.2	Viaduct	Wall Creek	Tunnel No. 15	18′ 4″	
419.9	Steinman	Mistletoe	Tunnel No. 16	18′ 0″	
419.9	Steinman	....	Water tank		
407.8	Dorris	Calor	Tunnel No. 1	21′ 2″	
410.0	Dorris	Calor	Tunnel No. 2	21′ 2″	
427.1	Texum	Klamath Falls	Highway Bridge	21′ 9″	S. P. Tracks
456.0	Lobert	Chiloquin	Bridge	23′ 7″	Sprague River
438.9	Algoma	Planer Shed	Overhead		
512.3	Lakeview	Underwood Lumber Co. Spur.	Starbird Lumber Co. Spur.		

Tracks adjacent to P. F. E. icing platforms at Roseville, Klamath Falls, Ashland and Consumers Ice and Cold Storage Company, Sacramento, have side clearance of less than 7 ft. 8 in.

Employees are warned that it is dangerous to stand erect on top of cars or to ride on side of cars while passing these points and that they must protect themselves from injury.

LOCATION OF STRETCHERS

Sacramento	Hospital
"	Baggage Room
Fair Oaks	Freight House
Hood	" "
Walnut Grove	Baggage Room
Lincoln	" "
Wheatland	" "
Marysville	" "
Gridley	" "
Biggs	" "
Chico (2)	" "
Oroville	" "
Knights Landing	Freight House
Woodland	Baggage Room
Williams	" "
Willows (2)	" "
Roseville	Power House
"	Car Dept.
"	Yard Office
"	Station
"	Hospital
"	Store Dept.
Rocklin	Baggage Room
Loomis	" "

Penryn	Baggage Room
Newcastle	" "
Auburn	" "
Colfax	" "
Dutch Flat	" "
Towle	" "
Blue Canon (2)	" "
Cisco	" "
Norden	" "
Truckee (3)	" "
Floriston	" "

Gerber
Redding
Kennet
Dunsmuir
Dunsmuir Yard
Mt. Shasta
Weed
Montague
Hornbrook
Ashland
Klamath Falls
Crescent Lake
Alturas
Alturas Yard

HOSPITALS

General	SAN FRANCISCO
EMERGENCY	SACRAMENTO
"	ROSEVILLE
"	GERBER
"	SPARKS

ALARM BOX LOCATIONS

Box No.	LOCATION	Mile Post
15	300 feet east of east portal Tunnel No. 1	...
16	Signal 1707, 500 feet east of west switch Emigrant Gap	...
17	150 feet east of crossover Emigrant Gap	...
18	Between Smart and Emigrant Gap	173
19	Between Smart and Yuba Pass	174
21	Between Smart and Yuba Pass	175
22	East switch summer siding Yuba Pass	...
23	End of shed east portal Tunnel No. 36	...
24	West end of center siding Crystal Lake	178
25	West end Butte Canyon bridge	179
26	200 feet west of west crossover Cisco	180
27	End of shed east portal Tunnel No. 39	181
28	Between Tamarack and Cisco	183
29	¼ mile west of west switch Troy on No. 1 track	...
31	East switch Troy	186
32	East end lower Cascade bridge	187
33	¼ mile east of Upper Cascade bridge	188
34	East switch of west run-around track on No. 1 track Norden	...
35	1000 feet west of west portal Tunnel No. 6	193
36	East portal Tunnel No. 6	194
37	Between Tunnels No. 8 and No. 9	195
38	100 feet east of east portal Tunnel No. 10	...
39	West switch Donner	...
41	1000 feet east of section house Eder	197
42	½ mile east of crossover Eder	198
43	Between Eder and Andover	199
44	Between Eder and Andover	199½
45	300 feet west of west portal Tunnel No. 13	200
46	Opposite section house Andover	...
47	At Andover station	201
48	In turntable house Norden	...
49	East switch of run-around on No. 2 track Norden	...
51	East switch of siding on No. 2 track Norden	...
52	West portal Tunnel No. 41	...
53	Center of Tunnel No. 41	...
54	East portal Tunnel No. 41	...

Code signals following box numbers are as follows:

One—East. Two—West. Three—Broken rail. Four—Track men. Five—Slide. Six—Fire.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	Division Surgeon.
Sacramento	Dr. W. W. Cress	Visiting Physician & Surgeon.
Sacramento	Dr. S. G. Christian	Assistant District Surgeon.
Sacramento	Dr. Arthur F. Wallace	Assistant District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. O. Turner	Oculist.
Roseville	Dr. L. E. Jones	District Surgeon.
Roseville	Dr. J. F. McAnally	Associate District Surgeon.
Loomis	Dr. P. D. Barnes	District Surgeon.
Newcastle	Dr. L. B. Barnes	District Surgeon.
Auburn	Dr. J. A. Russell	District Surgeon.
Colfax	Dr. R. C. Atkinson	District Surgeon
Colfax	Dr. F. Lynn Smith	Associate District Surgeon.
Truckee	Dr. J. H. Bernard	District Surgeon.
Reno	Dr. W. H. Hood	Consulting Surgeon.
Reno	Dr. Horace J. Brown	Division Surgeon, State of Nev
Reno	Dr. C. W. West	District Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist
Reno	Dr. Earle C. Creveling	Emerg. Oculist and Aurist.
Lincoln	Dr. A. W. McArthur	District Surgeon.
Wheatland	Dr. F. W Didier	District Surgeon.
Marysville	Dr. E. E. Gray	District Surgeon.
Marysville	Dr. Thos. E. Larner	Oculist and Aurist.
Live Oak	Dr. I. W. Higgins	District Surgeon.
Gridley	Dr. W. S. Lavy	District Surgeon.
Biggs	Dr. J. Radford Linn	Emergency Surgeon.
Durham	Dr. J. L. Doyle	District Surgeon.
Chico	Dr. N. T. Enloe	District Surgeon.
Chico	Dr. D. H. Moulton	District Surgeon.
Stirling City	Dr. A. L. Derbyshire	District Physician and Surgeon.
Stirling City	Dr. J. B. McConnell	Acting District Surgeon.
Los Molinos	Dr. James L. Faulkner	District Surgeon.
Los Molinos	Dr. Wayne S. Hume	Physician and Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Davis	Dr. Thomas E. Cooper	Emergency Surgeon.
Woodland	Dr. Fred R. Fairchild	District Surgeon.
Arbuckle	Dr. H. S. Powis	District Surgeon.
Williams	Dr. N. M. Salter	District Surgeon.
Colusa	Dr. C. O. Poage	District Surgeon.
Colusa	Dr. Virgel E. Hepp	Acting District Surgeon.
Willows	Dr. Frank M. Lawson	District Surgeon.
Orland	Dr. T. H. Brown	District Surgeon.
Corning	Dr. H. H. Beck	District Surgeon.
Oroville	Dr. E. A. Kusel	District Surgeon.
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon.
Folsom	Dr. L. H. Sanborn	Emergency Surgeon.
Placerville	Dr. W. A. Reckers	District Surgeon.
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.
Yuba City	Dr. Philip B. Hoffman	District Surgeon.
Yuba City	Dr. B. F. Miller	District Surgeon
Walnut Grove	Dr. V. W. Pallesen	District Surgeon.
Isleton	Dr. J. H. Leimbach	District Physician and Surgeon.
Lake Tahoe	Dr. C. B. Pedersen	Emergency Surgeon.
Dunsmuir	Dr. E. J. Cornish	District Surgeon.
Dunsmuir	Dr. Eugene V. Anderson	District Surgeon.
Dunsmuir	Dr. J. R. U. Campbell	Associate District Surgeon
Mt. Shasta	Dr. Jas. B. McGuire	District Surgeon.
Weed	Dr. H. L. Vidricksen	District Surgeon.
Montague	Dr. Chas. Pius	District Surgeon.
Hilt	Dr. Roy F. Schlappi	District Surgeon.
Ashland	Dr. E. A. Woods	Oculist and Aurist.
Ashland	Dr. Harvey A. Woods	District Surgeon.
Red Bluff	Dr. F. L. Doane	District Surgeon.
Red Bluff	Dr. R. G. Frey	Assistant District Surgeon.
Anderson	Dr. G. E. Flora	District Surgeon.
Redding	Dr. C. D. Sewall	District Surgeon.
Dorris	Dr. P. F. Dieffenbacher	District Physician and Surgeon.
Klamath Falls	Dr. E. D. Johnson	Division Surgeon.
Klamath Falls	Dr. Chas. V. Rugh	District Surgeon.
Klamath Falls	Dr. Ralph W. Stearns	Oculist and Aurist.
Klamath Falls	Dr. E. D. Lamb	Associate District Surgeon.
Tule Lake	Dr. J. Randolph Barr	District Surgeon.
Chiloquin	Dr. Marvin Nerseth	District Surgeon.
Alturas	Dr. John Stile	District Surgeon.
Lakeview	Dr. C. E. Leithead	District Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 lbs. back of Tender

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber Via Roseville	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
M-4	M-63 20/28 126	1615 to 1713	190	4300	1050	690	1650	800	3400	1250	780	3750	2300	......	......
M-4	M-63 20/28 128 S														
M-4	M-63 20/28 135 S														
M-6	M-63 21/28 150 S	1725 to 1769, 1780 to 1803	200	5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980
M-6	M-63 21/28 153 S	1823 to 1825													
M-9	M-63 21/28 150 S	1806 to 1822	210	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1050
M-9	M-63 21/28 156 S	1826, 1827													
T-1	T-63 20/28 112	2235 to 2271	180	3850	900	590	1400	680	3100	1100	700	3350	2100	370	700
T-26	T-69 21/28 152 S	2283 to 2300	200	4800	1150	750	1800	870	3900	1400	860	4250	2700	440	860
T-23	T-63 21/28 156 S-163 SF	2301 to 2310	210	5550	1350	920	2100	1050	4400	1650	1050	4850	3000	560	1040
T-28, 31	T-63 22/28 162 S	2311 to 2362	210	6050	1500	1000	2350	1150	4800	1800	1150	5300	3250	630	1150
T-32	T-69 23/28 174 S	2363 to 2370 2372 to 2384	210	6150	1450	970	2300	1100	5050	1800	1150	5400	3450	......	......
C-9, 10	C-57 22/30 200 SF	2513 to 2599, 2750, 2752 to 2860	210	6650	1700	1150	2600	1300	5200	2000	1300	5800	3550	......	......
C-9, 10	C-57 22/30 194 S														
C-8	C-57 22/30 192 S	2698 to 2749, 2751													
TW-8	TW-54 21/32 161 S	2914 to 2921, 2923	190	5650	1450	970	2200	1250	4450	1650	1100	4900	3000	......	......
A-3	A-81 20/28 112 S-116 SF	3025 to 3071	210	3800	....	....	....	....	2950	....	....	....	....	......	......
A-3	A-81 20/28 120/B-64 SF	3025 to 3071													
Mk2-4	Mk57 23½/30 206 S	3200 to 3240	210	7650	1900	1250	2950	1600	5950	2200	1400	6650	4050	......	......
Mk2-4	Mk57 23½/30 222SF-230SF														
Mk5, 6	Mk63 26/28 210 S-231 SF	3241 to 3277	210	8400	2100	1400	3250	1850	6600	2500	1600	7400	4550	......	......
Mk-7,8,9	Mk-63 29/30 247 S	3300 to 3324	176	9200	....	....	....	....	7200	....	....	....	....	......	......
Mk-7,8,9	Mk-63 29/30 257 SF														
F-4,5	F-63 29½/32 306/B-61 SF	3668 to 3763, 3769	200	11000	2750	1850	4300	2400	8600	....	....	....	....	......	......
F-5	F-63 29½/32 306/B-62 SF	3764 to 3768													
AC-1,2,3	AC-57 22-22/30 441 SF	4000 to 4048	210	13300	3400	2300	5200	3000	10400	....	....	....	....	......	......
AC-4	AC-63 24-24/32 475 SF	4100 to 4109	235	17350	4450	3050	6800	3900	13600	....	....	....	....	......	......
AC-5	AC-63 24-24/32 483 SF	4110 to 4125													
AC-6	AC-63 24-24/32 517 SF	4126 to 4150	250	18500	4800	3250	7300	4150	14500	....	....	....	....	......	......
AC-7	AC-63 24-24/32 515 SF	4151 to 4176													
AM-2	AM-63 22-22/28 357-SF	4200 to 4211	210	12150	3150	2100	4800	2700	9550	....	....	....	....	......	......
Mt-1,3,4,5	Mt-73 28/30 246/B-60 SF	4300 to 4376	210	8950	2150	1400	3400	1850	6950	....	....	....	....	......	......
P-1, 3, 5	P-77 22/28 141 S	2400 to 2452, 2459, 2460	210	4850	1100	700	1800	950	3800	1350	810	4300	2550	......	......
P-1	P-77 22/28 152 SF														
P-1	P-77 22/28 160/B-54 S	2400 to 2427													
P-1	P-77 22/28 163/B-54 SF														
P-4	P-77 23/28 155/B-58 SF	2400 to 2437	210	5350	1250	780	2000	1050	4150	1500	900	4750	2800	......	......
P-8, 10	P-73 25/30 181 SF	2461 to 2474, 2478 to 2483	200	6750	1550	990	2550	1350	5250	....	....	....	....	......	......
P-8, 10	P-73 25/30 183/B-63 SF	2475, 2484 to 2491													
P-12	P-73 26/28 189 SF	3120 to 3129	205	7000	....	....	....	....	....	....	....	....	....	......	......
GS-1	GS-73 27/30 262/B-104 SF	4400 to 4409	250	9550	2250	1450	3600	1950	7450	....	....	....	....	......	......
Allowance for Empty and Underloaded Cars		Less than 40 M's		6	6	3	6	3	6	3	3	6	6	6	6
		40 M's to 50 M's		3	3	0	3	0	3	0	0	3	3	3	3
		More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0

Note: Rating of trains East with two or more locomotives classes AC-4, 5, 6 and 7 will be single rating shown in column 3, Colfax to Sparks, multiplied by number of locomotives used, for the entire district, Roseville to Sparks.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"AC"—Articulated Consolidation
"A"—Atlantic Type

"M"—Moguls "Mk"—Mikado
"TW"—Twelve-wheelers
"Mt"—Mountain Type
"GS"—Golden State

"E"—Eight-wheelers
"P"—Pacific Type
"F"—Two-ten-two Type
"SP"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

RATING OF LOCOMOTIVES

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Ashland and Hornbrook	Dunsmuir and Edgewood Dunsmuir to Black Butte	Snowdon to Edgewood Edgewood to Hornbrook	Hornbrook to Snowdon	Gerber to Dunsmuir	Dunsmuir to Gerber	Black Butte to Grass Lake	Mt. Hebron to Dunsmuir	Grass Lake to Klamath Falls Crescent Lake to Mt. Hebron	Klamath Falls to Crescent Lake	Klamath Falls to Alturas	Alturas to Klamath Falls
T-1	T-63 20/26 112	2235 to 2271	180	410	680	1300	910	1200	2350	1050	1600	3250	1850	1550	660
T-26	T-69 21/28 152-S	2283 to 2300	200	....	800	....	....	1500	....	1350	2000	4100	2350	....	....
T-23	T-63 21/28 156-S-163-SF	2301 to 2310	210	590	1000	1950	1350	1750	3450	....	....	....	....	....	....
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	700	1100	2100	1500	1950	3750	1750	2600	5250	3050	2450	1050
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	800	1250	2400	1650	2150	4200	1950	2950	5850	3400	2750	1200
C-9, 10	C-57 22/30 194-S														
C-8	C-57 22/30 192-S	2698 to 2749, 2751													
C-5	C-57 22/30 187-S	2624 to 2679													
C-5	C-57 22/30 185-S	2680 to 2693													
C-5	C-57 22/30 180	2624 to 2679	200	690	1100	2100	1450	1950	3750	1700	2550	5150	3000	....	....
C-5	C-57 22/30 178	2680 to 2693													
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	640	1050	2000	1400	1850	3500	1650	2500	5000	2900	2300	1000
P-12	P-73 26/28 189-SF	3120 to 3129	205	....	1150	....	....	2200	4300	1950	2900	6000	3400	....	....
MK-2, 4	MK-57 23½/30 206-SF	3200 to 3240	210	930	1450	2800	1950	2500	4900	2200	3300	6700	3850	3100	1350
MK-2, 4	MK-57 23½/30 222-SF-230-SF														
MK-5, 6	MK-63 26/28 210-S-231-SF	3241 to 3277	210	970	1550	2950	2050	2750	5300	....	....	....	....	....	....
MK-10		3295 to 3296	....	830	1300	2500	1700	2350	4450	2100	3100	6200	3600	2950	1250
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	1250	2000	3950	2600	3650	6950	3200	4900	9650	5650	4850	2150
F-5	F-63 29½/32 306/B-62-SF	3764 to 3769													
AC-1, 2, 3	AC-57 22-22/30 441-SF	4000 to 4048	210	1600	2500	4750	3350	4450	8350	4000	5900	11700	6800	5550	2500
AC-4	AC-63 24-24/32 475-SF	4100 to 4109	235	2100	3250	6200	4350	5800	10900	5200	7700	15200	8900	....	....
AC-5	AC-63 24-24/32 483-SF	4110 to 4125													
AC-6	AC-63 24-24/32 517-SF	4126 to 4150	250	2250	3500	6600	4650	6200	11600	5550	8200	16200	9450	....	....
AC-7	AC-63 24-24/32 515-SF	4151 to 4175													
AM-2	AM-63 22-22/28 320-SF	4200 to 4211	210	1500	2300	4350	3050	4050	7650	3650	5400	10600	6200	....	....
MT-1,3,4,5	MT-73 28/30 246/B-60-SF	4300 to 4376	210	1000	1650	3350	2300	2850	6200	2500	3850	7750	4500	....	....
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	....	1750	3550	....	3000	6450	2700	4050	8400	4800	....	....
Allowance for Empty and Underloaded Cars		Less than 40 M's	..	3	3	3	3	3	6	3	3	6	6	6	3
		40 M's to 50 M's	..	0	0	0	0	0	3	0	0	3	3	3	0
		More than 50 M's	..	0	0	0	0	0	0	0	0	0	0	0	0

TRAINMASTERS

E. D. MOODY	SACRAMENTO, CAL.
C. C. FISHER	SACRAMENTO, CAL.
E. C. PEARCE	ROSEVILLE, CAL.
H. A. SPRAGUE	KLAMATH FALLS, ORE.
J. B. STARBUCK	DUNSMUIR, CAL.
A. F. GREEN	DUNSMUIR, CAL.

CHIEF TRAIN DISPATCHERS

O. T. STACKPOOLE	Chief Train Dispatcher	SACRAMENTO, CAL.
D. A. NEELLEY	Assistant Chief Train Dispatcher	SACRAMENTO, CAL.
C. N. JONES	Assistant Chief Train Dispatcher	SACRAMENTO, CAL.
T. F. CUSTER	Chief Train Dispatcher	DUNSMUIR, CAL.
P. B. BELL	Assistant Chief Train Dispatcher	DUNSMUIR, CAL.
W. J. MANLEY	Assistant Chief Train Dispatcher	DUNSMUIR, CAL.

ROAD FOREMEN OF ENGINES

F. E. KEENAN	SACRAMENTO, CAL.
A. CARR	ROSEVILLE, CAL.
W. C. DAVIS	DUNSMUIR, CAL.

ASSISTANT TRAINMASTER and EXAMINER

W. S. HOOSON	SACRAMENTO, CAL.

E. F. NASSOIY, Assistant Superintendent, Sacramento.
M. L. JENNINGS, Assistant Superintendent, Dunsmuir.

MILEAGE

Main Tracks

			First Track	Second Track
End of Western Division Sacramento	S. P. R. R.		.86	.86
Sacramento Lawton	C. P. Ry.		147.73	149.29
At Elvas (West Wye)	C. P. Ry.		.31	.31
Polk Elvas	C. P. Ry.		4.64	3.00
Davis to Tehama	S. P. R. R.		109.71	
Roseville to California-Oregon State Line	C. P. Ry.		297.50	
California-Oregon State Line to Ashland	S. P. Co.		27.60	
Black Butte to Crescent Lake	C. P. Ry.		181.78	
Paola to Klamath Falls	N. C. O. Ry.	2.31		
	C. P. Ry.	95.41	97.72	
TOTAL MAIN TRACK			867.85	153.46

BRANCHES

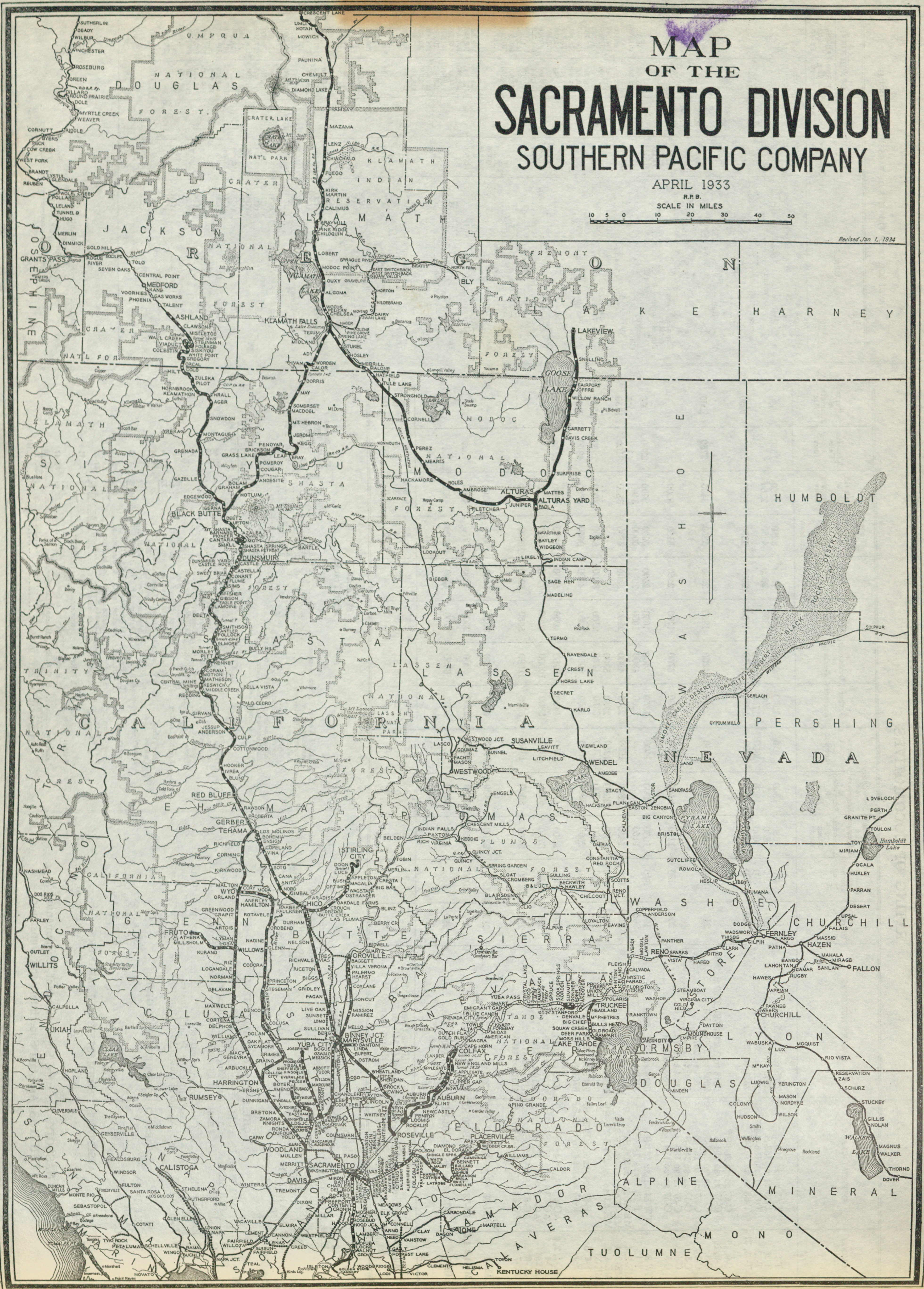
Colusa	S. P. R. R.	Harrington to Wyo		71.66
Dantoni	C. P. Ry.	Dantoni Jct. to Dantoni		4.46
Fair Oaks	S. P. R. R.	Citrus to Fair Oaks		2.11
Folsom	S. P. R. R.	Folsom Jct. to Folsom		.99
Fruto	S. P. R. R.	Willows to Fruto		17.20
Knights Landing	S. P. R. R.	Woodland to West of Cunard	9.71	
	S. P. Co.	West of Cunard to Grace	1.20	
	S. P. R. R.	Grace to Binney Junction	26.23	37.14
Lake Tahoe	S. P. Co.	Truckee to Lake Tahoe		14.54
Oroville	S. P. R. R.	Binney Junction to Oroville		25.27
Placerville	C. P. Ry.	Brighton to Beginning S.P.R.R. Track	.07	
	S. P. R. R.	Beginning S.P.R.R. Track to Placerville	54.92	54.99
"R" St.	C. P. Ry.	At Brighton (Link Track)	.32	
	S. P. R. R.	Brighton to "Q" St., Sacramento	4.94	5.26
River Farms	S. P. Co.	Knights Landing Jct. to Boyer		14.21
Stirling City	C. P. Ry.	Chico to Stirling City		31.22
Sutter Basin	S. P. Co.	Grace to Josephine	20.96	
		Marchant to Karnak	2.75	23.71
Walnut Grove	C. P. Ry.	Sacramento to Front and "K" St.	.29	
	S. P. R. R.	"K" St. to "N" St.	.24	
	C. P. Ry.	"N" St. to Isleton	32.94	33.47
Lakeview	N. C. O. Ry.	Alturas to Lakeview		56.16
TOTAL BRANCHES				392.39
TOTAL SACRAMENTO DIVISION				1413.70

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
“ —66 ft.	127,610			
“ —70 ft.	122,620			
“ —70 ft. (With Auto. End Door)	125,800			
“ —(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft.	103,620			
“ “ “ —69 ft.	124,760			
“ “ “ —70 ft.	129,140			
“ “ “		103,590		
“ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
“ “ —A. R. E. No. 40-154		78,000		
“ “ — “ “ 155-224		89,000		
“ “ — “ “ 500-506		110,000		
“ “ — “ “ 1101-1175		85,000		
“ “ —P. F. E. “ 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
“ “ —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club......(ACI)	146,210	122,300	172,200	164,700
Official....(NAC)	170,700	155,370		
“ (ACW)—Cars 107-128			182,800	182,800
“ (ACW)—Cars 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
“ —72 ft. (ACI)			165,000	157,800
“ —72 ft. (ACW)			158,700	158,700
“ —Streamline—Single (ACS)			120,900	104,500
“ — “ —Art. (ACS)			205,400	172,600
“ —74 ft. (ACI)			180,915	173,125
“ —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
“ —70 ft. (ACI)	137,640		157,800	151,000
“ —70 ft. (ACW)	137,640		151,000	151,000
“ —72 ft. (ACI)			164,500	157,400
“ —72 ft. (ACW)			153,500	153,500
“ —73 ft. 6 in. (ACW)			163,000	163,000
“ —73 ft. 6 in. (ACI)			168,500	161,200
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000*
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)			156,000	156,000
Daylight—(12-car train) (ACS)			1,344,080	1,147,280
“ —Comb. Baggage & Coach (ACS)			118,940	102,540
“ —Art. Chair (ACS)			203,640	170,840
“ —Tavern (ACS)			130,850	114,450
“ —Diner (ACS)			129,860	113,460
“ —Parlor (ACS)			115,880	99,480
“ —Parlor-Observation (ACS)			118,690	102,290
Diner—70 ft.		135,930		
“ —72 ft.	155,330	146,930		
“ —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
“ —77 ft. (“ “) (ACW)			162,950	162,950
“ —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)			189,581	173,836
“ —79 ft. (NAC)	169,100			
“ —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (“ “ “) (ACI)			189,800	181,630
“ (Arch Roof) (ACI)			167,500	160,300
“ (“ “) (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
“ —77 ft. (ACI)			194,543	186,166
“		141,870		
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
“ — “ (ACM)	160,800	153,000	192,300	176,300
“ — “ Lounge (ACM)	171,200		194,900	178,900
“ — “ “ (ACI)	171,200		187,682	179,600
“ —Bedroom (ACI)	167,600		183,920	176,000
“ — “ (ACM)	167,600		195,800	179,800
“ —Sleeper (ACM)	163,100		191,100	175,100
“ — “ (ACI)	163,100		180,075	171,500
“ —Tourist (ACM)	153,000		185,200	169,200
“ — “ (ACI)	153,000		168,663	161,400
“ —49er (ACM)			1,431,840	1,319,840
“ — “ Donner Lake (ACM)			198,540	182,540
“ — “ Angel's Camp (ACM)			186,560	170,560
“ — “ Joaquin Miller (ACM)			205,450	189,450
“ — “ James Marshall (ACM)			201,100	185,100
“ — “ Capt. John Sutter (ACM)			200,450	184,450
“ — “ Gold Run (ACM)			200,540	184,540
“ — “ Bear Flag., Cal. Rep. (ACM)			239,200	223,200
“ —Streamliner "City of San Francisco" (ACM)			1,332,880	1,332,880
Rail, Gas-Electric—400 H.P.	158,400			
“ “ “ —600 H.P.	167,200			

*Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS —Air-Conditioned—Steam Ejector System.



MAP OF THE SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY

APRIL 1933

R.P.B.

SCALE IN MILES

Revised Jan 1, 1934

10 5 0 10 20 30 40 50
OREGON
CALIFORNIA
NEVADA
DOUGLAS
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
SISKIYOU
MODOC
SHASTA
LASSEN
TRINITY
TEHAMA
PLUMAS
GLENN
BUTTE
SIERRA
NEVADA
COLUSA
SUTTER
YUBA
PLACER
LAKE
MENDOCINO
SONOMA
NAPA
YOLO
SOLANO
MARIN
SACRAMENTO
EL DORADO
AMADOR
CALAVERAS
ALPINE
TUOLUMNE
MONO
MINERAL
DOUGLAS
ORMSBY
LYON
STOREY
WASHOE
CHURCHILL
PERSHING
HUMBOLDT
UMPQUA NATIONAL FOREST
CRATER NATIONAL FOREST
CRATER LAKE NAT'L PARK
KLAMATH INDIAN RESERVATION
FREMONT NATIONAL FOREST
KLAMATH NATIONAL FOREST
SHASTA NATIONAL FOREST
MODOC NATIONAL FOREST
LASSEN NATIONAL FOREST
LASSEN NAT'L PARK
PLUMAS NATIONAL FOREST
CALIFORNIA NATIONAL FOREST
TAHOE NATIONAL FOREST
ELDORADO NATIONAL FOREST
BLACK ROCK DESERT
SMOKE CREEK DESERT
GRANITE CR. DESERT
GOOSE LAKE
HONEY LAKE
PYRAMID LAKE
WINNEMUCCA LAKE
LAKE TAHOE
CLEAR LAKE
UPPER KLAMATH LAKE
WALKER LAKE
Humboldt Lake
SUTHERLIN
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
CRESCENT LAKE
CHEMULT
LAKEVIEW
BLY
HORNBROOK
MONTAGUE
BLACK BUTTE
DUNSMUIR
REDDING
ANDERSON
RED BLUFF
GERBER
TEHAMA
CORNING
ORLAND
HAMILTON
CHICO
STIRLING CITY
OROVILLE
WILLOWS
FRUTO
MARYSVILLE
YUBA CITY
BINNEY JCT.
COLFAX
AUBURN
ROSEVILLE
PLACERVILLE
SACRAMENTO
WOODLAND
DAVIS
WILLITS
UKIAH
CALISTOGA
SANTA ROSA
PETALUMA
NAPA JCT.
SUISUN-FAIRFIELD
IONE
KENTUCKY HOUSE
TRUCKEE
RENO
SPARKS
FERNLEY
HAZEN
FALLON
CHURCHILL
LOVELOCK
ALTURAS
ALTURAS YARD
WENDEL
SUSANVILLE
WESTWOOD
WESTWOOD JCT.